

Navy News

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SUBMARINE CENTURY



Part 2 of our
supplement series inside

Milestone in Type 45 development p29



ALL ABOARD FOR THE BRAIN TRAIN

Invincible's exercise is saved by a cool rethink

WITH HER wake trailing white and lace-like through the glassy waters of a Norwegian fiord, HMS Invincible prepares for an unusual role as she heads towards Harstad in the Norwegian Arctic.

Yet unforeseen events were to change her meticulously worked-out exercise plans. See how well she coped in pages 22-23...

Big shake-up will heighten joint training in Defence

AS PART of Britain's biggest shake-up in Defence training in recent years, a new academy is to be set up by merging three major military colleges.

In a wide-ranging plan for reform designed to increase joint training at all levels, the Royal College of Defence Studies, the new Joint Services Command and Staff College, and the Royal Military College of Science will be brought together as organisations to form the major part of the Defence Academy.

The academy will also house two newly created training institutions – a Joint Warrant Officers School and a Defence Leadership Centre.

Hub of this new centre of excellence will be Shrivenham where the Joint Services and Science Colleges are already located. The Royal College of Defence Studies will continue at its London site.

A Defence Sixth Form College is also planned as well as a wider Defence Undergraduate Bursary Scheme similar to that already operated by the Navy at Southampton University. The bursary scheme is expected to boost recruitment of engineers and scientists into the Armed Forces.

A new, two-star (or Rear Admiral rank) post of Director General Training and



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■ HMS CARDIFF IN COPENHAGEN p4 ■ LETTERS p6-7 ■ RNA CONFERENCE PREVIEW p27

Foot and mouth: Navy is called in to help

OVER 120 Royal Navy personnel are among British Service people who have been called in to help the Ministry of Agriculture in the battle against foot-and-mouth.

Most will be involved in logistic and command and control tasks needed for the swift disposal of carcasses, but a few have been trained to slaughter animals.

A spokeswoman for the Navy at Devonport told Navy News that a small number of ratings had responded to a call for volunteers to train as slaughterers.

She said: "Training takes a day and our call for volunteers is a response to a Ministry of Agriculture request for assistance in that area. If Service people are called on to help with the slaughter programme, they will use exactly the same procedures as those recognised by the Ministry of Agriculture."

Eighty RN personnel from Portsmouth have been deployed to foot-and-mouth affected areas in Wales, while 40 – including sailors from Bath and Scotland – have been deployed from Devonport to the Exeter area.

Initially it is expected that the Service helpers will be deployed for up to four weeks.

Meanwhile, the Armed Forces Minister John Spellar announced on April 6 that the Services were resuming training at 21 specially selected areas across the UK.

Since February 23 all military training areas had been closed to anything other than operationally essential training.

The turn-around has come after detailed discussions with experts and local farmers.

All troops will, however, carry out full disinfecting measures and where necessary special fences will be put up to keep livestock out of contact with troops.



● The last wave... Sailors on HMS Dumbarton Castle's flight deck mark their homecoming in joyous style as the ship (top) enters Portsmouth to a big welcome from families and friends.

Pictures: LA(PHOT) Angie Pearce

Falklands patrol ship ends long absence

FOR THE first time in over three years HMS Dumbarton Castle has entered her home port. The Castle-class ship returned to Portsmouth on April 9 after a spell of duty as Falkland Islands patrol vessel which began in 1998.

During that time, her complement of 52 were trickle-drafted, so that each member of the ship's company served for an average of six months. Longest-serving member on board has been away since September 1999.

She was relieved on station as the only permanent RN presence in the Falkland Islands, by her sister-ship HMS Leeds Castle. Like Dumbarton Castle before her, she will be supported by a small Naval engineering party.

During the past three years, Dumbarton Castle visited many remote settlements to show the flag. She also acted as a radar picket and re-supplied Army outposts and British Antarctic Scientists on South Georgia, 800 miles from the Falklands.

There were many opportunities for sport – and for adventurous training in the challenging climate and topography. On a more sombre note, members of her ship's company visited

the 1982 battlefields and ensured that the memorials were in good repair.

Shortly before leaving for home, six men on board started a sponsored "upside down head" competition in which they grew beards while keeping their heads bald. As a result the ship's charity – the Special Care Baby Unit at the Vale of Leven Hospital, Dumbarton – benefited by £1,100, averaging a £21 contribution by each member of the ship's company.

On their 9,000-mile journey home, Dumbarton Castle called on Brazil, Guyana and Trinidad – and in Brazil a victory by the ship's football team enabled them to claim to be the first RN side ever to beat the Brazilian Naval Academy.

After a five-month upkeep period at Rosyth, the ship will begin a new role as a tasking authority platform for mine countermeasures.

■ British Forces withdraw from South Georgia – page 8.

RN gains ten gallantry awards for Sierra Leone operation

RIVER-OF-DANGER CAPTAIN WINS DSC

A FRIGATE Commanding Officer who showed "outstanding gallantry" in negotiating difficult and dangerous waters in Sierra Leone last year has been awarded the Distinguished Service Cross.

The award to Capt George Zambellas of HMS Chatham is one of ten for Royal Navy and Royal Marines personnel who have taken part in operations in the troubled West African republic. The awards were announced on April 6 in an Operational Honours List for members of the Armed Forces.

Chatham, a Type 22 warship, was one of the Royal Navy vessels deployed in summer of last year to help stem a rebel advance on the Sierra Leone capital of Freetown.

As part of the peace-keeping operation – codenamed Palliser – Chatham landed Royal Marines and provided gunfire support. But because of the shallow seabed

close inshore, she had to negotiate the uncharted Sierra Leone River to bring her 4.5in gun within effective range.

The ship had to spend several nights working her way up river, guided by a small party of RN hydrographers.

The citation for the award of the DSC to Capt Zambellas referred to his "leadership of the highest order and outstanding personal gallantry in the face of danger to both his ship and its company."

Capt Zambellas said of the operation:

"My team were well trained for this... and provided excellent support to the amphibious group as

well as the troops ashore."

He recently left HMS Chatham and is now on course at the Joint Command and Staff College at Shrivenham.

Other awards for Sierra Leone operations include a Queen's Gallantry Medal for Major Phil Ashby RM, who led an escape through the jungle by three British officers last year. Maj Ashby, with colleagues Lt Cdr Paul Rowland and Army Major Andrew Samsonoff, were unarmed observers with UN forces in Sierra Leone when they were captured by Revolutionary United Front forces in May.

For Cdr Rick Wellesley, CO of HMS Argyll, another of the frigates that operated off Sierra Leone, there was an OBE.

As a landing platform for Army helicopters, his ship played a key role in the rescue of 11 British soldiers and a Sierra Leone officer who had been kidnapped by a rebel group last autumn.

Surgeon Lt Jon Carty, the ship's doctor who was sent ashore to provide primary medical care for the operation, has been awarded the Queen's Commendation for Valuable Service.

Six other QCVS awards have been listed for Op Palliser.

They are for the Navy's sea-going commander for the operation, Commodore Niall Kilgour (Commander UK Amphibious Task Group); the CO of the helicopter assault ship HMS Ocean, Capt Scott Lidbetter; the commander of the ship's Air Group, Lt Cdr Frederick Robertson; Col Andy Salmon who led 42 Cdo ashore; Ocean's Weapons Engineer Officer, Lt Cdr Simon Atkinson; and Lt Cdr Henry Mitchell, CO of 801 Sea Harrier Squadron which provided support from HMS Illustrious.

For other operations Naval per-



● Capt George Zambellas – outstanding gallantry in the face of danger.

sonnel receive three QCVS awards. One goes to Capt Leslie Coupland, CO of RFA Fort George in the Mozambique flood relief operation; and two are awarded to RN people who last year took part in Operation Bolton – the UK response to tension in the Gulf.

They are Lt Cdr Michael Dreelan, Operations Officer of the frigate HMS Monmouth; and CPO Paul Flower who led the ship's boarding teams on interdiction operations in support of UN sanctions.

One non-operational award appears on the list – going to Gibraltar-based Diver Barry George who "showed extreme courage, presence of mind and skill" in an attempt to save a crane driver whose vehicle had toppled off the Rock's harbour mole.

■ Full list – page 41.

Pompey to be the new centre for bulk of the Fleet's HQ

PLANS to concentrate the bulk of the Royal Navy's Fleet headquarters at Portsmouth have reached the consultation stage.

The Ministry of Defence foresees the relocation of those parts of the Fleet HQ that provide training, warfare requirements, programming and resource management for the front line.

Staff moving from Northwood in Middlesex and RN air station Yeovilton would join Fleet personnel already in Portsmouth to increase posts there.

Overall, more than 260 Service posts will disappear from the HQ staff, but they will be redeployed elsewhere. There will be an increase of nine RFA personnel, but a net total of 91 civilian posts are expected to go.

Under the plan, C-in-C Fleet – currently Admiral Sir Alan West – would remain at the Northwood HQ with his national and NATO operations staffs.

The transfer, planned to begin in about a year's time, will draw together the administration of the Royal Marines, Royal Fleet Auxiliary, Naval aviation and Submarine and Surface Flotillas into a single, integrated HQ. The Permanent Joint HQ at Northwood is unaffected.

The consultation process with trade unions was announced at the end of March by Armed Forces Minister John Spellar. It will continue until May 15 by which the unions and others with an interest have been asked to give their views.

Mr Spellar said the rationalisation will create a HQ more responsive to this century's demands.

He said: "The C-in-C carries out a very diverse range of maritime operations, and by removing duplication, and streamlining business practices in his headquarters, the Royal Navy will be better placed to remain at the cutting edge of the world's navies."



● Royal Navy ratings are briefed at HMS Drake in Plymouth before being deployed on April 7 to help in the fight against foot-and-mouth.

FLOODLIT AT FOWEY

A VOLUNTEER lifeboatman from Fowey brought his full-time work home with him when HMS Sutherland visited the Cornish port.

The Type 23 frigate's Commanding Officer Cdr Paul Thomas is a Fowey resident and member of the inshore and offshore lifeboat crews.

During her stay the lifeboat was called out to assist a two-man catamaran which had got into difficulty – but on this occasion Cdr Thomas's assistance was not required.

It was a real family affair for him, though, as the duty pilot when the Sutherland arrived was his brother-in-law, Capt Will Mitchell, who is secretary of Fowey RNLI.

Berthing outside the window of the town's Harbourmaster (Capt Mike Sutherland, continuing the family link!), the ship proved to be a major attraction, with over 500 visitors touring her over the weekend.

She had arrived following intensive NATO exercises off the coast of Scotland.

● FLOODLIT: HMS Sutherland at Fowey.



'No Gulf War syndrome' says study

PUBLICATION of results of a study on Gulf War veterans' health by a team from Manchester University has been welcomed by the Ministry of Defence.

Funded by the MOD but carried out independently by the team led by Prof Nicola Cherry, the study is presented in two papers – one on the pattern and extent of reported ill health and one dealing with the relationship between health and exposures reported by Gulf veterans.

The first paper reinforces previous findings that although Gulf veterans report more illness than those who were not deployed to the Gulf, the overall severity of the symptoms is not high.

As with earlier work, the research found no evidence of any illness unique to Gulf veterans – both groups report the same symptoms with Gulf veterans reporting them at a higher rate of severity. There is no evidence of a "Gulf War syndrome".

The second paper suggests that vaccinations and the handling of pesticides might be a cause of ill health. However the unreliability of self-reported data and the lack of objective data is noted. Further investigation is already planned or has been under way for some time.

Veterans Minister Dr Lewis Moonie said the Manchester papers were a welcome addition to the Gulf health debate.

□ Latest update for deaths among both the Gulf veterans and the comparison group who did not deploy to the Gulf can be found on the GVIU web site www.gulfwar.mod.uk

Fleet to depend on single agency

One-stop shop for support

ARMED Forces Minister John Spellar has announced the formation of a single Defence Agency responsible for all aspects of supporting the Fleet.

The Warship Support Agency (WSA) has been created by merging the existing Ships Support Agency and most of the Naval Bases and Supply Agency.

Said Mr Spellar: "The creation of the Warship Support Agency will deliver clear cost and operational benefits.

"It is an early example of the improvements we can make to both effectiveness and efficiency, while improving support arrangements to the front line through the creation of a single

organisation."

The WSA will adopt a more streamlined approach to warship support, saving costs to allow for greater investment in front line capability while also improving the service it gives the Navy.

Commented First Sea Lord Admiral Sir Nigel Essenhigh: "This is an essential and exciting new initiative that will greatly assist continuous development of high quality engineering support for the Royal Navy.

"I expect the WSA to provide world class support for a world class Navy.

"It is an important contribution to achievement of the Defence Logistics Organisation's mission, which is to provide joint logistics support to Britain's Armed Forces."

The agency will employ 9,000 civilian and 3,500 military staff based at Bath, Abbey Wood in Bristol, Naval Bases at Portsmouth, Devonport and the Clyde, Pembroke Dock in Wales and the commercial dockyard at Rosyth.

□ More support for joint operations – see page 21.

JACK ET JACQUES

Le Centenaire des Sous-marins

(Au pub, comme d'habitude)

'Et bien, Jack – j'ai entendu que vos sous-marins, ils ont cent ans?'

'Eh? Non! Ils ont, au maximum, vingt ans or so! Et quelques-uns seulement deux ou trois!'

'Pardon, je veux dire c'est l'anniversaire centième du RN Sous-marin Service.'

'Ah, oui. FOSM a reçu un télégramme de la Reine, sans doute... Mais je suis un surface skimmer matelot pur et simple, moi. Je ne veux pas prendre la mer dans un sous-marin pour l'amour ou l'argent.'

'Pourquoi pas, Jack?'

'Pourquoi pas? Do moi un faveur, Jacques! Ils sont tous crazy, les sous-marins! Un torpedo short d'un full set de tubes!'

'Mmm... Il y a l'histoire d'un sous-marin CO qui a une petite pièce de papier locked dans son safe personnel. Et chaque fois, lorsqu'il est entré dans le port, il l'a lu très carefully. Et elle a dit: "Port est à gauche, starboard est à droite".'

'C'est une vraie histoire, Jacques – mais il était un CO Américain, je crois... Les sous-marins, ils ont aussi l'habitudes très regrettables. Par exemple, l'appalling Cdr Shove, l'homme avec le pet rat? "Ratto", il habite à la manche de Cdr Shove. Et quand Ratto veut prendre un leak, Cdr Shove a recoué l'urine out of 'is manche et sur le deck!'

'Oh mon Dieu! C'est vraiment dégoûtant!'

'Oui – mais even worse, 'ow about le steward qui a toujours emporté une tasse de cocoa pour son capitaine, up to le bridge, sans spilling un drop?'

'Il a la main très steady?'

'Non. Il a pris une mouthful au fond de la ladder – et puis, au dernier moment, il l'a craché back dans la tasse –'

'Excusez moi, Jack, je suis tout à coup un peu queasy...'



Illustrations par TWA.



Paint job myth stripped bare

NEW research has shattered another schoolboy myth about Nelson's Flagship, HMS Victory. Contrary to belief, the orlop deck where Nelson died during the Battle of Trafalgar was never painted red to hide the blood of the wounded and dying.

Photographs held at the Royal Naval Museum reveal that the deck was paint-free before 1922, the year she was towed into dry-dock.

Now the deck's layers of thick red paint are being stripped for the first time in nearly 80 years using a revolutionary new blasting technique which does not damage the timbers.

Peter Goodwin, Keeper and Curator of HMS Victory, said several other factors contributed towards shattering the myth.

□ Lower layers of paint contained traces of salt, offering evidence of wet cables lying on the deck.

□ Because of the loose planks fitted to enable barrels to be lifted easily into the hold below, painting the deck would have been impractical.

□ If paint was used, only the cable tiers would have been painted to stop wet cables rotting the wood.

□ No other existing historic ships show any signs of the red paint on their decks except in the cable tiers.

□ No traces of paint were found on original orlop deck planking revealed during recent restoration.

□ Casualties were laid out on canvas strips so their blood would not have stained the wood.

Peter believes the answer lies in a misinterpretation of the word 'decks'.

"Gun decks before 1780 were often painted red on the ships' sides, because red ochre paint was the cheapest available and was used as a protective coating," he said.

"The misconception comes in our understanding of a deck being the planking we walk on, not the sides of the ships."

HMS Victory is employing Marine Ultra Clean Ltd to remove the red paint after Peter saw the company featured on BBC's *Tomorrow's World*.

They use precise combinations of air pressures, water and sand plus heat if necessary,

to blast away the paint safely.

Meanwhile a bizarre sight greeted visitors to the Historic Dockyard, Chatham when a scale model of HMS Victory passed the location where the original Victory was built.

The replica weighs three tons and required six men to complete the half-mile journey from the Wooden Walls gallery to her new location in the Fitted Rigging House on Anchor Wharf. The model was originally built for the film *That Hamilton Woman* and was donated to the dockyard in 1996.

Elsewhere the original Bath stone model which won the competition for the design of Nelson's column has gone on public display for the first time at the National Maritime Museum.

The 80.5in model with grey marble base will join the new Maritime London permanent gallery. The model was designed and made by architect William Railton and submitted to the Nelson Memorial Committee in 1838. It shows an additional flight of steps in front of the monument which appeared in the original plan.

□ Copenhagen commemorated – see page 4. Snuff box for auction – see page 12

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Destroyer joins commemoration of Copenhagen

DESTROYER HMS Cardiff made a dramatic entrance to Copenhagen Harbour when she visited the city on the 200th anniversary of Lord Nelson's hardest-fought battle.

As the ship approached the Danish capital she fired a 21-gun salute to mark the start of a six-day visit which was to culminate in a Royal Fleet Review by the Queen of Denmark on April 2.

On that day, sailors from HMS Cardiff joined detachments from

Danish and Norwegian ships on a march through the streets of Copenhagen to the Naval Church, accompanied by a 40-strong Royal Marines Band from the Commando Training Centre at Lympstone.

At the church a service was held to commemorate all of the men who fought and died in the Battle

of Copenhagen on April 2, 1801, and it was attended by Her Majesty Queen Margrethe II of Denmark, senior Danish officers and Government officials and the Royal Navy's Deputy Commander Fleet, Vice Admiral Sir Fabian Malbon.

The church service included moving choir music. As it was conducted in Danish the British sailors remained unaware of some of the references quoted from a contemporary document, which described the 1801 British Fleet being "Like a swarm of sharks along our coastline".

Wreaths were then laid by Queen Margrethe and Admiral Malbon at the site of the mass burial of Danish sailors killed in the Battle.

In the afternoon, as fog rolled over the sea, HMS Cardiff ceremonially sailed past an assembled line of Danish and Norwegian ships, anchored in the same positions as their predecessors were in the Battle 200 years ago, but this time the guns were firing in salute, rather than anger.

Queen Margrethe reviewed the sail past from the Trekroner Battery, an island fort which defended the entrance to the Copenhagen harbour in 1801. On her way to the Trekroner Battery, Queen Margrethe passed HMS Cardiff in her Royal Barge and the British sailors assembled on the upper decks gave the traditional 'cheer ship' in her honour.

As HMS Cardiff finally departed for Portsmouth, a grand display



● VISITORS: HMS Cardiff welcomed hundreds of visitors over the weekend of her six-day visit to Denmark to mark the 200th anniversary of the Battle of Copenhagen. Picture: Mark Hipkin



● SALUTE: HMS Cardiff made an impressive entrance to Copenhagen when a 21-gun salute boomed out over the city to announce her arrival. Picture: Mark Hipkin



● FRIENDSHIP: Although Britain and Denmark fought a fierce naval battle 200 years ago the countries are now allies in NATO and the two navies enjoy excellent relations. Picture: Mark Hipkin

Musical support from Royal Marines

ROYAL Marines Bandmen from CTC Lympstone were in great demand during the ceremonials which marked the 200th anniversary of the Battle of Copenhagen.

The day after their arrival with HMS Cardiff the Band visited Sankt Annae School in Copenhagen where they played to an enthusiastic audience of students. Afterwards, the Band held a workshop with some of the more senior students who joined them in a concert for the whole school.

And in the evening the Band Beat Retreat on the jetty beside HMS Cardiff during an official reception hosted by the ship. The next day, appreciative throngs of shoppers and sightseers in the Danish capital were

treated to a marching and musical display and on the Sunday there were performances at the Brøndby Football Stadium and a public Beat Retreat and Sunset ceremony in the city's historic citadel where the salute was taken by Denmark's Chief of Defence.

During the climax of the commemorations on April 2 the Band led the combined parade of British, Danish and Norwegian sailors through the streets to the Naval church.

Following the Royal Fleet Review HMS Cardiff set sail for Portsmouth but the Royal Marines remained in Copenhagen for one final appointment, a public performance at the Mantziusgarden Concert Hall.



● BAND: The Royal Marines Band from CTC Lympstone, performing in the Danish capital, Copenhagen. Picture: Mark Hipkin

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● HMS Southampton.

Eventful career for destroyer

TYPE 42 destroyer HMS Southampton has had an eventful career to date.

She was launched at midnight in January, 1979, during an industrial dispute, and she was severely damaged in a collision with a commercial vessel in the Gulf in 1988, requiring a piggy-back ride home and extensive repairs.

But since returning to the Fleet almost ten years ago she has participated in the full range of tasks expected of such a versatile ship, including return trips to the Gulf.

In 1995 the Batch 2 ship was on hand to help evacuate the population of Montserrat when the Chances Peak volcano erupted, threatening the Caribbean island.

More recently, she was on patrol in the South Atlantic last year, taking part in joint operations, and on her way back north she represented the Royal Navy at the Brazilian

Fleet Review in Rio de Janeiro.

Although designed as an air defence platform, her armaments and Lynx also give her anti-surface and anti-submarine capabilities.

The name HMS Southampton got off to an inauspicious start in the Royal Navy, with a 48-gun fourth rate of 600 tons built in Hampshire in 1693 having to be virtually rebuilt within six years because of poor workmanship.

A second followed, of similar size, and the third took 15 years to complete, and was probably obsolete before commissioning.

A light cruiser of 1912 won three Battle Honours in the First World War, and was the first ship to sight the German fleet at Jutland.

The fifth HMS Southampton was a cruiser of 9,100 tons which met her end in January, 1941, when she was badly damaged by German bombers off Crete.

Although abandoned and burning, she did not sink immediately, and had to be torpedoed by HMS Gloucester.

Facts and figures

Class: Type 42 destroyer
Pennant number: D90
Builder: Vosper Thornycroft, Woolston
Launched: January 29, 1979
Commissioned: October 31, 1981
Displacement: 4,100 tons, fully loaded
Length: 125 metres
Beam: 14.3m
Draught: 5.8 metres
Speed: 29 knots
Complement: 253 (accommodation for 312)
Main machinery: COGOG: Two Rolls Royce Olympus gas turbines, two Rolls Royce Tyne gas turbines; two shafts
Aircraft: One Lynx
Weapons: Sea Dart sea to air missiles; Vulcan Phalanx close-in weapon system; four 20mm guns; fitted for but not with torpedo tubes
Sensors: Air search: Marconi/Signaal Type 1022; air/surface search: Plessey Type 996; navigations: Kelvin Hughes Type 1007 and Racal Decca Type 1008; hull-mounted medium frequency search and attack sonar

BATTLE HONOURS

Emeraude	1757	Dogger Bank	1915
Belle Ile	1761	Jutland	1916
First of June	1794	Norway	1940
St Vincent	1797	Spartivento	1940
Heligoland	1914	Malta Convoys	1941

WHEN THE GOING GETS TOUGH . . .

AIRCRAFT OF THE ROYAL NAVY No 55

● Hawker Hunter GA 11s of 738 Naval Air Squadron based at Lossiemouth.



Hawker Hunter GA 11

FOR SCHOOLBOYS of the 1950s, the sleek and pleasing lines of the Hawker Hunter represented the image of what a jet fighter should look like.

The Hunter, one of the most celebrated and recognised aircraft shapes, was in fact created by Sidney Camm, already famous for a stable of classic biplanes in the 1930s and, of course, the vital, Battle-of-Britain-winning Hawker Hurricane.

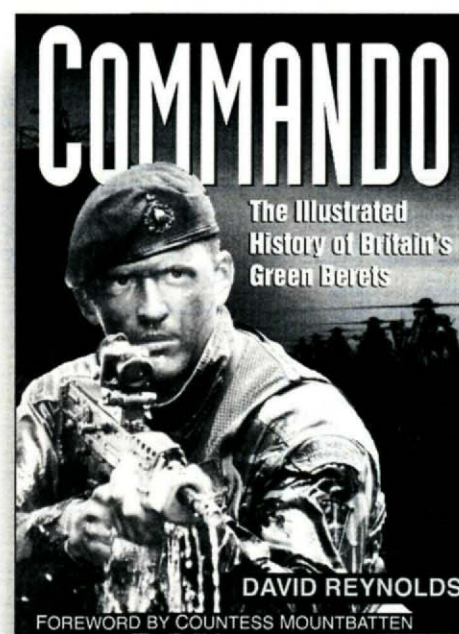
Camm began work on the design of the Hunter in 1946, the first prototype flying in 1951 and the first production aircraft entering service with the RAF three years later.

In 1962 the Royal Navy took delivery of 40 Hunter GA 11s – converted from RAF F.4s – to

provide the Fleet Air Arm with a jet aircraft suitable for advanced training of pilots in ground-attack techniques. They equipped 738 and 764 Naval Air Squadrons based at Lossiemouth.

They remained in service in that role with 764 Squadron until 1972, and with 738 until 1970, by which time the latter had moved to RN air station Brawdy in West Wales.

The Hunter GA 11 was powered by a Rolls-Royce Avon 113 turbojet producing 7,500lbs of static thrust. Maximum speed was Mach 0.94 at 36,000ft, climb rate was 9.85 minutes to 45,000ft, with service ceiling at 50,000ft. The F.4's Aden guns and radar were deleted in the GA 11, but rockets could still be carried under the wings on some of the aircraft.



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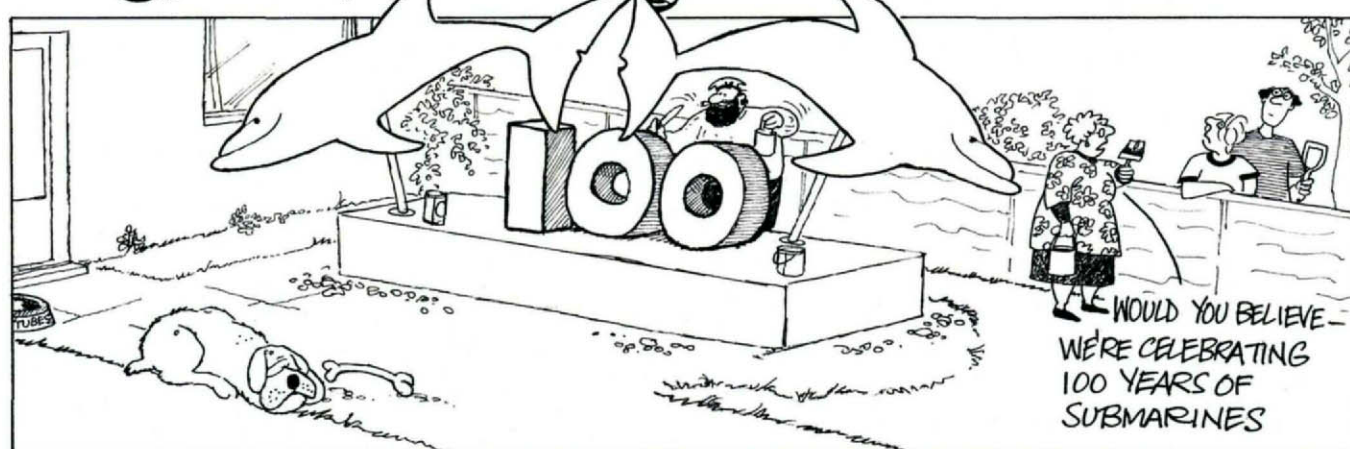
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Letters



JACK



Rum issue runs on

REGARDING S. Dibrey's queries about rum jars (March issue) I can help answer one of them.

While stationed in Gibraltar in 1980 I purchased two one-gallon jars of Navy rum from Cornford's. Both were, and are still, sealed with sealing wax with a stamp impression stating 'Southern Area 12-70'.

I have assumed that the figures mean December 1970, but as the issue stopped in July, 1970 I might be wrong.

It would seem that the stone jars in their wickerwork baskets were in use up until the end of the issue.

Indeed, during the Falklands War I thought I saw a clip of troops carrying the same encased jars. - **R. Boden**, Wokingham.

I WAS the midshipman who, almost every day, did the rum issue in HMS Highburton - an open-bridge Ton-class in the 3rd MCM Squadron at Portland - in 1969.

We certainly still had the rum issued in wicker-covered jars right up to the last day of the tot. As to re-use, I always assumed that the jars were going back to Royal Clarence Yard to be refilled. - **Capt A. T. Welch**, British High Commission, Islamabad.

IN THE very early 1960s I was stationed at Kalafrana in Malta and, being R. A., I did not draw a tot. The wine merchants Saccone & Speed and the bars in Malta used to sell this excellent rum called S. R. D., the nearest I have ever had to a tot.

The initials actually stood for Special Rare Domerara. Is this just a coincidence, or did the bottlers of this rum borrow the initials of the Pusser's jar? - **J. Flynn**, Edinburgh.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

Don't brand all divers 'grave robbers'

AS A serving member of the RN, a member of the British Sub-Aqua Club and someone who has lost several relatives at sea both in peace and wartime, I feel able to give a balanced point of view with regard to diving on lost ships designated as war graves.

Firstly I feel somewhat aggrieved, as I am sure do the majority of divers, at being labelled a "grave robber". Only a tiny minority of the diving community are responsible for entering these wrecks and removing objects.

This group of people is steadily becoming smaller as BSAC and the other major diving organisations in the UK enforce a self-policing policy in line with current legislation on diving war graves, and are currently running a "Respect our Wrecks" campaign.

BSAC is also working closely with the Receiver of Wrecks during the current "Wreck Amnesty" which is running to allow any persons who have recovered items to declare them.

On completion of the amnesty people will be prosecuted when caught engaged in these activities.

Visits to these sites also carry many benefits, such as:

- Providing survivors associations and relatives who lost loved ones details of their final resting place.

- Reporting on the condition of wrecks, both through decay and vandalism or any non-authorised "commercial" recovery of wrecks. This was recently highlighted when "sports divers" reported the removal of propellers weighing eight tonnes from HMS Repulse.

- Wrecks provide valuable living space for a whole host of marine life, and monitoring by recreational divers gives a real time snapshot of the state of the underwater environment which surrounds us.

- Large amounts of cash go into areas where diving takes place, from boat skippers to hotels, diving shops and public houses.

In addition, diving on many of these wrecks serves to remind us of the sacrifices made by our brave seafarers in the many articles and TV programmes produced by or with the assistance of recreational divers.

To legislate against and label the 150,000 divers in the UK as "grave robbers" for the activities of a tiny minority would be the same as labeling a whole town as criminals if one of its occupants committed a crime.

Divers worldwide have a code of "Take only photographs, leave only bubbles" and I am pleased to say the vast majority abide by this.

- **CPOWEA M. Taylor**, JSSU(AN), BFPO 59.

UNDER OTHER FLAGS - TWO MORE SURVIVORS

REGARDING the oldest ex-RN ships still in service with other navies (March issue), I submit that that honour must go to my first ship, HMS Vengeance, which I joined as a Signal Boy in 1948.

Vengeance (the seventh to bear the name) was launched in February 1944 and commissioned at Swan Hunter, Wallsend in December that year.

She embarked her first aircraft in January 1945 and sailed east for service in the British Pacific Fleet,

providing valuable service in the rehabilitation of Hong Kong after the Japanese surrender.

In 1952 she was transferred on loan to the Royal Australian Navy until 1954 and then, after a three-year refit and modernisation, she was sold to the Brazilian Navy and renamed Minas Gerais - and she is still in service, though we understand she is to be paid off this year to be replaced by the former French aircraft carrier Foch. - **A. T. Ashworth**, Otley, W. Yorks.

AS A result of being given the winning ticket from the Algerines Association raffle last year I was able to fly to Thailand courtesy of Thai Airways to visit the oldest sea-going ship to have served in the Royal Navy, HTMS Phosamtom (ex-HMS Minstrel, the last of the Algerine-class fleet mine-sweepers, launched on October 5, 1944).

She was handed over to Thailand in 1947 and has continued to serve in the Royal Thai Navy ever since.

She sails nearly every day, training future officers - and I have been informed that the King of Thailand completed his own training on board.

Her CO, Cdr Natanun Visetsomvong, officers and crew made the members of my party very welcome and we were told that any ex-Algerine finding himself in that part of the world would also be most welcome, service commitments permitting.

It is possible that the ship will decommission in two years time. Our guide, and now firm friend, for our time with her was Lt Cdr Nantanat Boonypong, who gave us a three-day extended tour of Thailand, driving us north so we could visit the bridge on the Kwai. - **J. E. Carder**, Hemel Hempstead.

● HTMS Phosamtom (ex-HMS Minstrel) coming alongside at Bangkok on February 7, 2001.



No. 562 47th year

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Laura (15) visits the Royal Marines School of Music, and learns they play –

Today's Royal Marines Band musicians get to play all kinds of music – not just tunes to march up and down to.

Laura Ratcliffe, a student at Cams Hill School, Fareham, Hants, talked to their Band Concert Secretary Brenda Sutherland.

What is the most popular music programme you play?

The old favourites are the most popular because our audience age group mostly seems to be over fifty. Generally we try to include a balanced programme at our concerts to include marches, classics, music from stage and shows, solo items and we like to introduce new compositions too. Of course we always finish with a big finale! This generally appeals to all tastes. We don't get a lot of young people – but we are trying to change that by introducing schools to our concerts. Schools are being invited to bring pupils along to separate, free performances.

The idea is to introduce children to our music – and those who have music experience of their own can join in. The schools are welcoming this move and the School of Music is planning to run a workshop to visit the schools themselves, talking to the children and playing to them and with them.

How big is the Royal Marine Band Service today?

We have 340 musicians split up into five working bands – at Portsmouth, Plymouth, Lympstone (our Commando Training Centre), Dartmouth Britannia Royal Naval College and HMS Caledonia in Scotland.

The purpose of the school here is to recruit new musicians and train them to be sent out to the five working bands and we have 55 trainee students here at the moment. Each of them trains on up to three instruments but most people play two, usually a string and wind instrument. They get the chance to start on a degree programme to work towards a Bachelor of Arts Honours degree in Music.

Do you think the fact that the band wear uniform makes a big difference to the way people enjoy their concerts?

They don't always play in full ceremonial uniform but they do when we have an open day at the school. After the concert they parade and

MUCH MORE THAN JUST MARCHING MUSIC

play for the public in Guildhall square here in Portsmouth.

People think they only play marches – no-one thinks about Royal Marine Bands as playing in quartets for instance – but I think the main thing that makes the Royal Marine Band Service stand out is the versatility of the music it plays. We play orchestral music, dance band, big band and lots of small ensembles as well.

This gives the musicians a breadth of musical knowledge – certainly the string playing brings a certain element into it which I don't think can be gained purely by playing military music alone.

What difference has having women in the band made?

I think it has widened our recruiting base a lot – because there are certainly a lot more women playing instruments these days than there are men. So we get a much bigger choice. Women have been in the Band Service for about eight years now and in the working bands for five or six years. It has made very little difference to the way the band sounds although it is nice to have female voices when we sing as a choir – but it has certainly made it more of a family band service, I think.

□ Brenda Sutherland, who retires this month after 32 years in the Civil Service, was awarded the RN's Herbert Lott Award for efficiency in 2000. A joint concert with the Band of HM Royal Marines and the Wind Band of the London College of Music will be held at Portsmouth Guildhall on May 17 at 7.30p.m. Tel 023 9282 4355 for details.



● "I think the main thing that makes the Royal Marine Band Service stand out is the versatility of the music it plays." – Brenda Sutherland talks to Laura Ratcliffe.

Letters

Letter brought pen pals by the boatload

THE PHOTOGRAPH of HMS Loch Lomond (February issue) together with the mail delivery to HMS Loch Alvie evoked memories of my time aboard HMS Loch Lomond in 1945-46.

We had just arrived back in Singapore from Saigon in 1945 and were waiting for Postie to return with the mail – and when he arrived there was boatloads of it.

Mailbag after mailbag was dumped on board and it transpired that two of the lads had written to the magazine *Picturegoer* asking for "pen pals for two boys in blue, HMS Loch Lomond".

The mail was shared out among the messes – and you couldn't move for letters, mountains of them.

Soon, with all due respect to the girls, laughter was ringing out throughout the ship. All kinds of offers were made and photos of all shapes and sizes shared. – J. Whelan, Fish Hoek, Western Cape, South Africa.

'Side Boy' memories

I READ the letter "Muzzled Moggy" (March letters) with great interest as my late father served in HMS Neptune as a SBA from 1913 to 1919. On checking through his ditty box I found two photos of 'Side Boy', including this one of him in his hammock.



That's old Ernie!

THROUGH a friend I have had the pleasure of reading five recent issues of *Navy News*. In the January issue I particularly enjoyed the supplement about the early submariners.

A photo of one Lt E. C. Leir prompted me to phone my classmate from Dartmouth days in 1940 to ask, because the likeness was striking: "Was he a relation of yours?" Sure enough, this was Uncle Ernie to R/A Richard Leir, RCN ret'd, currently living on the Saanich Peninsula about 20 miles north of Victoria, British Columbia. – Cdr P. Chance, RCN ret'd, Sidney, B.C., Canada.

Herculean command

I FOUND a small brass plate in a junk shop, bearing the inscription: 'HMS HERCULES Any seamen returning from shore leave in a drunk and disorderly fashion will forfeit 7 days grog ration. By order Captain P. Howlett, RN, January 1850'. Where would it have been displayed – outside the Jaunty's office? – J. Roberts, Presteigne, Powys.

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British forces sail from South Georgia



● **SUPPORT:** Diligence off South Georgia. Picture: Cpl Mark Ballantyne RLC



● **SEABOAT:** One of many demonstrations arranged by HMS Leeds Castle to keep their passengers happy during the four-day voyage to South Georgia. Picture: Cpl Mark Ballantyne RLC

HMS LEEDS Castle played an important role in the poignant withdrawal of the military from South Georgia, 19 years after the Argentine invasion which sparked the Falklands War.

After her arrival in the Falklands, the Offshore Patrol Vessel embarked the Commander of British Forces in the Falkland Islands, Air Commodore John Cliffe, and senior Army officers from BFFI.

And for the next four days the vessel battled through Force eight conditions to reach King Edward Point – more than 1,000 kilometres away to the South East.

British troops, supported by air and sea patrols by the Royal Navy and Royal Air Force, have been on duty in South Georgia since 1982 when authority was handed over to the military after Argentina's demand that the island should surrender.

In the fierce fighting which followed, 22 Royal Marines and 13 civilians were taken prisoner but the island was recaptured by British Forces a few weeks later on April 26.

With the withdrawal of the South Georgia Garrison the British presence on the 100-mile-long snowcapped island has not ended altogether.

Scientists from the British Antarctic Survey will remain there in newly-completed laboratories which form the focus for fish stock management in the area.

And the Commander of British Forces in the South Atlantic, Air Commodore John Cliffe, says that the return of the two dozen troops to the Falkland Islands does not mean there has been a change in security policy.

He said: "Patrols by Royal Navy ships and by Royal Air Force aircraft will continue around both

South Georgia and the South Sandwich Islands.

"As well as this, there will also be deployments of soldiers onto South Georgia for exercises."

On the four-day voyage to South Georgia, HMS Leeds Castle arranged a series of demonstrations in fire fighting, seaboard handling and 'man overboard' exercises, and passengers were encouraged to visit all departments of the ship and even take the helm.

One of the guests on board was Peter Biggs, the Second in Command of the Falkland Islands Defence Force. Peter was taken to South Georgia by his parents in the early 1950s after his father, Basil, was appointed police constable and general handyman.

He and his three sisters were reared on the island, where they were schooled at the kitchen table by their mother, Betty, and by the occasional visiting scientist.

Peter left the island to become Antarctic postman and taxation officer for the Falkland Islands, and the trip with HMS Leeds Castle was his first opportunity to



● **HMS LEEDS CASTLE:** The Offshore Patrol played a central role in Operation Adventure, the mission to extract Military personnel from South Georgia. The ship is pictured in King Edward Cove, Grytviken. Picture: Cpl Mark Ballantyne RLC

return to his home in South Georgia for more than thirty years.

When the offshore patrol ship arrived at South Georgia she tied up alongside RFA Diligence which had been there since March 6 supporting soldiers from the Royal Engineers and Port and Maritime Royal Logistic Corps who were busy decommissioning the island's military facilities.

Sailors in HMS Leeds Castle split shifts in order to attend the opening of new British Antarctic Survey labs, a church service at the former whaling station, Grytviken,

and a wreath-laying ceremony where explorer Sir Ernest Shackleton is buried.

And they also found time to study the amazing wildlife, which includes Finn whales, fur seals, king penguins and elephant seals.

HMS Leeds Castle's return journey was even more rough, with the ship driving into a heavy Force Nine. On the way back she paused at Bird Island where she despatched one of her Sea Raiders to collect scientist Richard Phillips who spent five months on the island studying Albatrosses.



● **As part of the handover from the Military to the British Antarctic Survey, a short dedication service was held at Grytviken Church and afterwards at the Whaler's Cemetery which overlooks King Edward Cove.** Picture: Cpl Mark Ballantyne RLC

Antarctic warm-up for marathon men

TWO SAILORS in HMS Leeds Castle are running circles in Antarctica to get fit for this year's London Marathon.

PO Ian Cullingworth (36) and Leading Chef Matt McLatchie (37) have been using up all their spare time on board in order to reach peak fitness.

This will be the third London marathon for the pair – and this time they are raising money to support special training for a 12-year-old neighbour of Ian's on the Isle of Wight and also for a charity which gives orphaned children in Brazil a second chance for life. They've set a target of £2,000 in their sights.

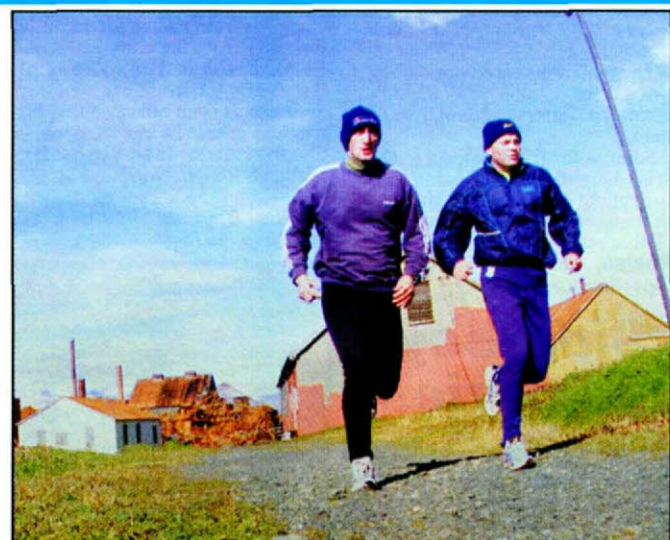
On their way to the South Atlantic, HMS Leeds Castle called at Rio de Janeiro to see at first hand the work of the volunteers they are raising money for.

"Casa Jimmy was a charity set up by former Led Zeppelin lead singer Jimmy Page after witnessing the plight of abandoned children in Brazil,"

explained Ian. "In the past there was no hope for these youngsters. They got dragged down into all sorts of things. Many of them were also murdered by so called death-squads."

The pop star was shocked when he witnessed the horrors facing Brazil's street urchins. Matt said: "There was just no hope at all for these kids. At least now something is being done for them – they have a second chance to live."

It takes seventeen laps of Leeds Castle to clock up a mile and the duo have done so many they've lost count. All they could be sure of is that they were eight thousand miles from home!



● **WARMING UP:** PO Ian Cullingworth (right) and LCH Matt McLatchie in training for the London Marathon on the island of South Georgia. Picture: Cpl Mark Ballantyne RLC

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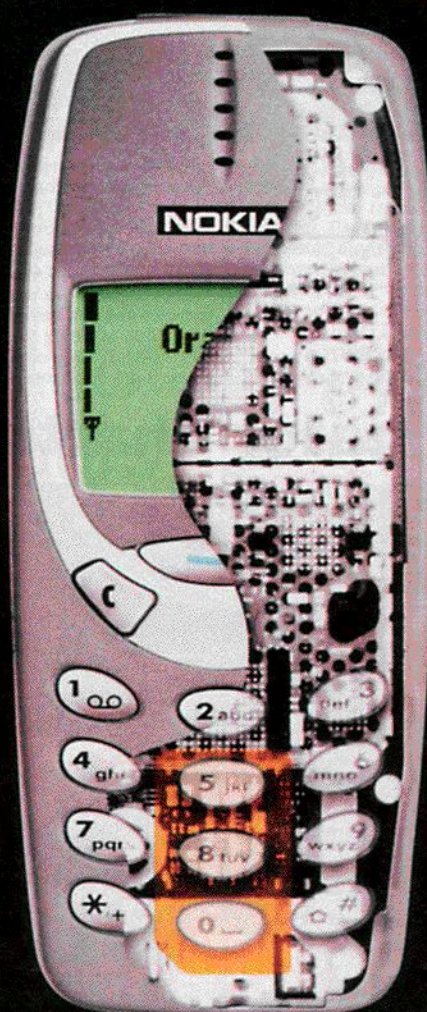
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SINGLE FEMALE, seeks 28 +
Naval male for friendship etc **Box
May 6**

ATTRACTIVE SLIM 26
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sports, comedy, music
Box May 7

FEMALE 34 wltm, male who
loves life, a.l.a photo appreciated
Box May 8

SUSAN 42, gsoh, enjoys music,
reading, travel, gardening. seeks
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MALE 49, ex-mod, seeks Naval
female for friendship, perhaps
more. a.l.a **Box May 10**

VIVACIOUS FEMALE, 35, gsoh,
enjoys socialising, keep fit, seeks
like minded gentleman for
correspondence **Box May 11**

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Box May 12

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People in the News



Russian Admiral in 'weekly war'

RUSSIAN ADMIRAL Oleg Lazarev was given a unique view of the Royal Navy during a visit to HMS Southampton with the staff of Flag Officer Sea Training.

Rear Admiral Lazarev is the 1st Deputy Chief of the Combat Training Division of the Russian Federal Navy and he sailed with the Type 42 destroyer during a 'Thursday War' in her final week of Operational Sea Training at Devonport.

During a tour of the ship the Russians gained an insight into the complexities of both the training provided and the responses required of ship's company to enable them to deal with almost anything that is thrown at them.

This was amply demonstrated in a fire-fighting exercise in the aircraft hangar which gave the group the chance to taste some of the infamous 'wreckers' smoke.

Even the interruption of a man overboard alarm and the accidental discharge of a fire extinguisher over the Staff WEO could not blunt the impact of the exercise!

A light jackstay transfer between the Southampton and HMS Kent was the last exercise before the visitors were flown to the Royal Navy's disaster relief training site at Bull Point.

The Russian Federal Navy took part in the disaster relief effort



● **RUSSIAN:** Rear Admiral Oleg Lazarev, 1st Deputy Chief of Combat Training for the Russian Navy, on board the Type 42 destroyer HMS Southampton. Picture: LA(PHOT) Susan Rose, HMS Drake.

which followed the earthquake in India and Admiral Lazarev said that the facilities provided by FOST, especially the Light Rescue Unit, would have been of immense value in ensuring his men were fully prepared for such operations.

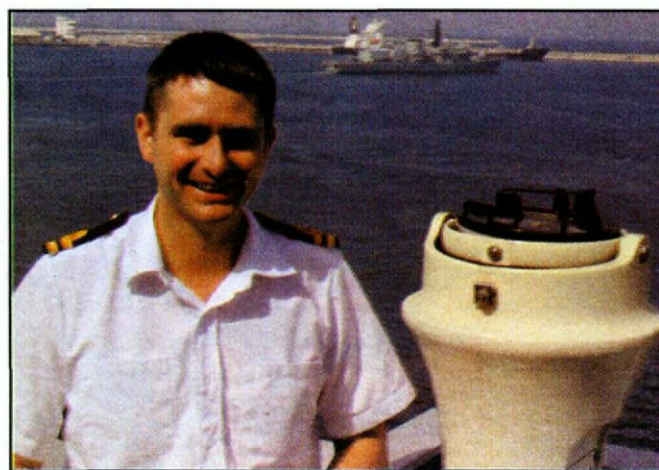
At the end of his stay Admiral Lazarev said he was struck by the range and complexity of FOST's activities and said that the more sailors he saw around the world, the more he realised that they are all uniquely of one race.

He wished for stronger ties between the two navies and hoped that a forthcoming visit to Russia by HMS Campbelltown would prove a great success.



● **Cdr Tony Holberry, Staff WEO to FOST, recovers from the negligent discharge of a fire extinguisher.** Picture AFFE.

Navigator charts double first



HMS SCOTT'S Lt James Stride is celebrating a double success after completing his navigation training at HMS Dryad.

At the end of 'little n' Course Number 32 he was presented with a Herbert Lott Efficiency Award for coming top of the class and he has now won the 2000 Hugh Cheetham Hill Navigation Prize by achieving the best results of the year.

A Hydrographic and Meteorological specialist, James is now the second navigator in the survey ship HMS Scott, currently on deployment in the Indian Ocean.

● **Lt James Stride (left)** on board HMS Scott in Dubai.

Family reunion in Invincible

FLYING operations by 800 Naval Air Squadron and a visit to HMS Invincible by a team from Flag Officer Sea Training brought about a family reunion at sea for CCMEA(H) Ron Clarke and his son, Lt Adam Clarke.

Ron Clarke was on board the aircraft carrier as a member of Flag Officer Sea Training's Mobile Training Team 2 and the visit gave him the unusual chance to meet Adam, the Supply Officer for 800 NAS, at sea.

Adam joined the Royal Navy in 1998 after gaining a degree in Geography at Portsmouth University and his Naval service has already given him a chance to travel the world - his Fleet Time was spent in HMS Somerset which visited West Africa and the Falklands as Atlantic Patrol Ship (South).

Ron joined the Royal Navy in 1967 as a Shipwright Apprentice and he went on to serve in HMS Euryalus and HMS Intrepid. When he leaves the RN in 2003, Ron will be the last CCMEA(AH) to leave the Royal Navy.



● **FAMILY REUNION:** CCMEA(AH) Ron Clarke of FOST's Mobile Training Team 2 with his son Lt Adam Clarke, Supply Officer of 800 Naval Air Squadron.

IN BRIEF

Tenacity earns a rare prize



A RARE prize for tenacity and courage was presented 20-year-old Alex Middleton (above) at the end of a three-week Seamanship course at HMS Raleigh.

The Boatswain Henry Cooper VC Prize is reserved for sailors who complete the course under difficult circumstances and it has not been awarded for a number of years.

In Alex's case, he had only completed two weeks of the course before he was sent on compassionate leave after his grandfather died, his pregnant wife went into premature labour and his father was admitted to hospital with a serious illness.

Despite his troubles, Alex returned to HMS Raleigh to sit his final exam and achieved the highest marks in his entry.

Alex has now left HMS Raleigh and is continuing with specialist training at HMS Dryad near Portsmouth. His wife Jennifer and son Alexander are both doing well.

Boatswain Cooper, a native of Torpoint, was one of the first men to receive the VC after leading a daring attack on Taganrog in the Sea of Azov in the late 19th Century.

His small Naval party landed in a whaler and set fire to key enemy buildings in the town which was defended by more than 3,000 Russian troops. He was involved in many more heroic incidents and was awarded a total of five medals during his career.

Magic result in the lottery



AMATEUR magician Richie Farman did more than pull a rabbit out of a hat when he extracted a cheque for £1,000 from the Royal Navy and Royal Marines Sports Lottery!

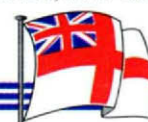
The PO Steward scooped one of the top prizes in February's draw and when he first heard of the win he said he would like to spend the money on a weekend in Cardiff to watch Manchester United winning the FA Cup.

Unfortunately, even Richie's Magic is not quite that powerful!

The RN/RM Sports Lottery is open to all Serving personnel and the profits are used to improve sports and recreation and facilities. For more details contact Lottery Manager Bill Rosewell at HMS Temeraire on military number 9380 23806.



People in the News



Chiefs visit South Africa

TWO Chief Instructors from the Communications Faculty at HMS Collingwood visited South Africa to help with the training of South African Navy personnel.

The unique opportunity found CRS Basketfield instructing a large class of SAN senior operations ratings on warfare communications and CCY Smith instructing a group of senior tactical ratings in fleetwork.

The training took place in the Maritime Warfare School, in the old Royal Navy town of Simonstown on the Cape peninsula.

During their stay both Chiefs received excellent hospitality and, as well as conducting the training, they had the opportunity to see some of the spectacular scenery and sights in the Cape Town area.

Members of the Simonstown's Royal Naval Association were also on hand to forge new links and friendships with today's Royal Navy.

Port needs picking up

A PLEASANT surprise could be in store for six people who were once members of the Officer's Mess at the former Submarine School in HMS Dolphin.

The Mess Manager there has a list of six people who laid down Trafalgar Port dating from 1990 to 1991 but never came back to collect it.

The details held are: Lt Graham 1990/91 Submarine School (6 bottles) Cdr McKenzie 1990/1991 XO (1 bottle) S/Lt Lonsdale (3 bottles) Lt Claxton (3 bottles) Thompson (6 bottles) Cdr Sullivan 1990/1991 SO (7 bottles).

If you are one of the above, or you know where to find them, get in touch with the Mess Manager on 023 9276 5126 before June 30. After that the Officer's Mess Committee intends to auction the bottles for charity!

Ensign prize

THE WHITE Ensign Association Naval History Prize has been won by S/Lt Paul Corbett from the RFA Naval Support Unit at HMS Seahawk.

The prize, for his detailed research and dissertation on the Invergordon Mutiny of 1931, was presented by Sir Michael Bett, Chairman of the White Ensign Association at Britannia Royal Naval College, Dartmouth.

Awards follow Turbulent time

TWO SUBMARINERS from HMS Turbulent have won commendations from Flag Officer Submarines, Rear Admiral Robert Stevens.

Petty Officer Hugh Welsh (30) was singled-out for treating two men from HMS Turbulent who were injured in separate accidents.



● **COMMENDED:** Lt Adrian Nursey (left) and POMA Hugh Welsh.

Falklands hero presents GSM to his daughter

IT WAS a proud day for both officers when Royal Navy Lieutenant Katharine Rackham and her Royal Marine father, Colonel Peter Babbington, met up on board HMS Glasgow off Freetown, Sierra Leone.

Lt Rackham (27) is the Communications Officer of the Type 42 destroyer and the ship's current deployment as Atlantic Patrol Ship (South) reunited her with her father who is Chief of Staff (Operations) for the United Nations Mission to Sierra Leone.

Col Babbington has served in the Royal Marines for 35 years and was awarded the Military Cross as Company Commander of K Company during the Falklands conflict and he was particularly proud to be asked to present the General Service Medal to his daughter.

Lt Rackham was awarded the honour for service on board the minehunter HMS Sandown during Operation Allied Harvest, the operation to clear ordnance from the Adriatic in the wake of the 1999 Kosovo conflict.

The General Service Medal is not Katherine's first award of distinction - she was the first woman to win the Queen's Sword, which is



presented annually to the best officer cadet at the Britannia Royal Naval College at Dartmouth.

Katherine's husband Tony is also a lieutenant in the Royal Navy and is currently in command of the patrol ship HMS Brecon.

● **PROUD DAY:** Lt Katherine Rackham receives the General Service Medal from her father, Col Peter Babbington MC, on board HMS Glasgow.

Airman clocks up 5,000 flying hours

A NAVAL airman from RNAS Yeovilton has achieved a rare aviation milestone by clocking-up more than 5,000 flying hours in Royal Navy aircraft.

CPO Aircrewman Andrew Cooke from Yeovil has been in the Royal Navy since 1977 and he has logged air time in Wessex, Sea King and Gazelle helicopters as well as Chipmunk fixed-wing aircraft.

His career in the Fleet Air Arm has taken him all over the UK and he has also served on exchange in Australia and carried out a tour of duty in Bosnia with 845 Naval Air Squadron.

A certificate marking the achievement was presented to CPO Cooke by Lt Cdr Paul Shawcross, Commanding Officer of Yeovilton-based 848 Naval Air Squadron.

With so much time spent in the air you'd think that Andrew would be glad to keep his feet firmly on the ground when not on duty but in his spare time he is a gliding instructor and he has been representing the Royal Navy in gliding competitions since 1997!

Petty Officer Welsh is a Medical Assistant who has been in the Royal Navy for 12 years and his experience and professionalism came to the fore when the accidents happened ashore during the Trafalgar-class submarine's routine visit to La Maddalena in Sardinia last year.

Both needed hospitalisation and PO Welsh, as the only British medical expert, did much to ensure that the casualties received the required medical care, in spite of the language barriers, enabling them both to make a full recovery.

PO Welsh said: "My two years in the accident and emergency department of Derriford Hospital was invaluable. This commendation means a lot to me. I'm very proud."

Lt Adrian Nursey (39) joined HMS Turbulent as Assistant MEO in 1997 and his commendation was for engineering successes and personal development of his team during a busy operational period.

Lt Nursey said: "I was very surprised to receive the commendation. It's recognition of my team and also recognition of my team and good leadership from above."

Lt Nursey, who joined the Navy as an Artificer in 1979 and was commissioned in 1996, is now serving in the submarine section of the Fleet Maintenance Department at Devonport.



● **BROTHERS:** Dave Thomas (left) and Steve Thomas in the cockpit of a Sea King helicopter from 819 Naval Air Squadron.

Brothers fly with same squadron

BROTHERS Dave and Steve Thomas from Southampton have both landed jobs as Sea King pilots with 819 Naval Air Squadron at the Royal Navy Air Station at Prestwick in Ayrshire, Scotland.

Dave Thomas is the Search and Rescue pilot for 819 NAS, which is the busiest rescue unit in the whole of the United Kingdom.

His everyday activities have included anything from plucking fallen mountain climbers to safety to responding to medical emergencies, such as an airlift for a pregnant lady or rushing a critically-ill baby from a Hebridean island to a specialist hospital in Glasgow.

Dave's brother Steve also hopes to take on a search and rescue role later in his career, but for the time being he is building his experience on his first front-line tour with 819 NAS.

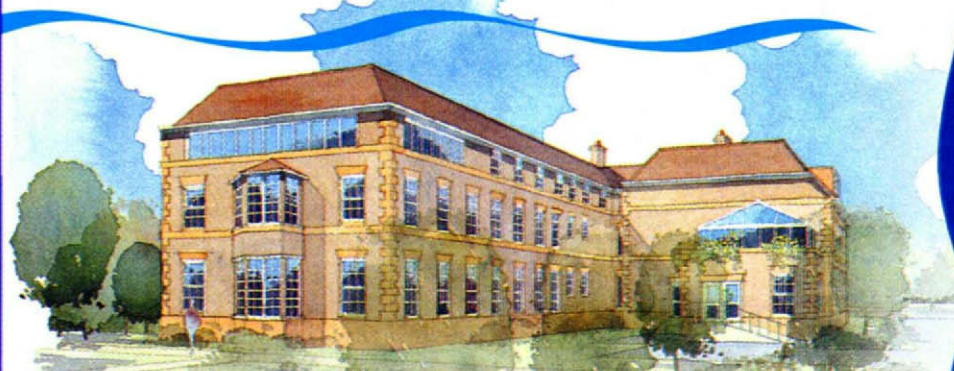
Steve completed his operational flying training with 810 Naval Air Squadron at RN Air Station Culdrose in Cornwall and served at sea in RFA Fort Victoria.

The flying duo both followed their father's footsteps into the Fleet Air Arm - their dad Alan joined the Navy 29 years ago and served as a helicopter pilot with many front-line squadrons before joining British Airways.

Dave Thomas said: "It's great when we can fly together and with our father having served in the Royal Navy it's turning into a real family business!"

Brother Steve added: "It was marvellous to see Dave joining the Squadron but more importantly, having just had a baby, it is extremely handy to have a babysitter at a constant state of readiness!"

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The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Grants Secretary at RNBT Headquarters.

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General Manager, Pembroke House,
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Tel: 01634 852431

RNBT HEADQUARTERS

The Royal Naval Benevolent Trust, Castaway House,
311 Twyford Avenue, Portsmouth, PO2 8PE.
Tel: 023 9266 0296
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THE ROYAL NAVAL BENEVOLENT TRUST
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Veterans remember Battle of the Atlantic

BRITAIN'S longest running Naval battle of the Second World War will be commemorated in Liverpool where the Battle of the Atlantic had its HQ.

And this year, against the impressive backdrop of Liverpool Cathedral, veterans of the campaign will be marching for the first time in eight years.

Liverpool commemorates the anniversary of the Battle of Atlantic in May of every year. It was the longest running campaign of World War II and the first encounter took place within 24 hours of the declaration of war with the sinking of SS Athenia bound from Liverpool to Canada via Belfast. The last encounter took place more than five years and eight months later.

The Battle, which kept open the supply of men, food and raw materials, was essential to Britain's

survival and Liverpool played a crucial role with more than 1,000 convoys using the port.

And in 1941, Derby House in Liverpool became the Headquarters of the Western Approaches Command, which was the heart of the organisation of the struggle against Nazi dominance of the Atlantic.

The 58th commemoration of the Battle is due to take place over the weekend of May 5 and 6 and the senior Royal Navy officer in attendance will be Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony.

HMS Coventry will act as Flag Ship during the commemoration and will be alongside in Liverpool from May 3 to 9. This will be a very special visit for HMS Coventry as she holds the Freedom of the City of Coventry - which, like Liverpool, was badly bombed during the Blitz.

Whilst in town, the ship will host a series of visits as the ship's company enjoy sporting events which include a tournament against Liverpool and Manchester URNU.

FOSNNI will be visiting the Captain Walker's Old Boys Association and on the Saturday evening there will be a concert in the magnificent surroundings of Liverpool Cathedral in aid of King George's Fund for Sailors.

But the main event of the weekend will be the Service of Commemoration in Liverpool Cathedral on Sunday morning and a march-past led by the Band of Her Majesty's Royal Marines Plymouth.

Platoons from HMS Eaglet, the RNR unit at Merseyside, sailors from HMS Coventry and up to 350 veterans from all over the UK will make up the guard as Admiral Anthony takes the salute from the city's Kings Steps.

Shoreham is the last Sandown

SHIPBUILDER Vosper Thornycroft has launched the last of twelve Sandown-class minehunters built for the Royal Navy at its Woolston Yard in Southampton.

With the launch of the highly-advanced fibre reinforced plastic minehunter HMS Shoreham, the shipbuilder has come to the end of a long and successful project which began with the construction and launch of HMS Sandown in 1987.

VT worked closely with the MOD in designing the third-generation FRP minehunter and the ships became the first Royal Navy vessels to be designed on computer using sophisticated computer aided design techniques.

The next challenge was to build the ships to programme and to cost. After the first-of-class, VT built another four ships before receiving an order for a further

seven, with significant modifications, in 1994.

Throughout the programme, VT has met the requirements for time and budget, besides consistent advances in productivity, and HMS Shoreham put the seal on this highly successful project with another series of records.

She was 90 per cent complete at launch and was one of the first



● **LAUNCH:** HMS Shoreham, the last of 12 Sandown-class minehunters built for the Royal Navy by Vosper Thornycroft, is launched at their Woolston Yard in Southampton.

Royal Navy ships to be launched with her gun, a Bofors 30mm, installed.

The ship also achieved another 'first' in that the traditional pre-launch dinner with the ship's sponsor, Lady Perowne, wife of Admiral Sir James Perowne, Deputy Supreme Allied Commander Atlantic, and the Controller of the Navy, was held on board.

HMS Shoreham will be handed over to the Royal Navy later this year when Vosper Thornycroft will be well advanced with its two latest RN projects, the construction of three 80-metre offshore patrol vessels and the prime contract for two new 90-metre survey vessels, HMS Echo and HMS Enterprise, which have been subcontracted to Appledore Shipbuilders in Devon.

Explosive Easter

MORE THAN 2,650 people flocked to the see Explosion! over the Easter weekend.

The new interactive museum of Naval firepower at Priddy's Hard, Gosport, traces the history of naval armaments from gunpowder to the Gulf War and 850 visited on Easter Monday alone.

Bill Sainsbury, Marketing Manager of the £3.5 million museum said: "We've had a terrific first Easter. The museum has been open less than a month and we've already had more than 7,000 visitors."

Visitors to Northumberland take rough with the smooth

WHEN 26 visitors to HMS Northumberland stepped across the gangway for two days at sea they had no idea what they were letting themselves in for.

The guests, drawn from the ship's affiliated army regiment, cadet unit, county council and adopted charity, were expecting a gentle cruise from Leigh Docks in Edinburgh to Devonport.

As the ship got under way the 'guests' were dressed in farnought suits and breathing apparatus and put through a realistic fire-fighting exercise which included search and rescue in

smoke-filled compartments and the opportunity to get thoroughly soaked.

Other exercises and demonstrations saw the affiliates carrying out leak stopping and shoring, with another chance to get wet!

The afternoon was spent in flight deck aerobics with the ship's PTI, Julie Wilshire, but they were permitted to unwind in the

evening with some carefully-chosen films, A Perfect Storm and The Cruel Sea.

Despite their ordeal the visitors, from The Royal Regiment of Fusiliers, The Calvert Trust, Northumberland County Council, staff and students from the Bedford and Alice Harper schools, all reached Devonport in one piece.

Beagle bound for hot spot in Africa

HMS BEAGLE set sail from Devonport on April 19 at the start of a survey mission to Sierra Leone.

As well as her 47 officers and ratings, the Beagle sailed with a detachment of Royal Marines to help protect the ship and her boarding party.

On passage to Sierra Leone the ship will be visiting Tenerife, Banjul and Dakar. When she arrives she will use her state-of-the-art technology to survey the largely uncharted waters around Freetown.

Before leaving Britain, HMS Beagle's CPO Geoff Currel and PO Shaun Hawksy collected unwanted toys from schools in Plymouth to pass on to children in Freetown and the ship will also be delivering sanitation equipment to the Gambia. In Sierra Leone, the sailors will take part in further community projects and help to train the country's navy.



● **TOYS:** CPO Geoff Currel (right) and PO Shaun Hawksy with some of the toys which HMS Beagle is taking with her to Freetown, Sierra Leone. Picture: LA(PHOT) Susan Rose.

IN BRIEF

DID YOU serve in Canberra aircraft with the Naval Unit FRADU?

If the answer is yes and you would like details of a Canberra Reunion at Newark on May 18 and 19, send a large SAE to Bill O'Sullivan, Newark Air Museum, Winthorpe Showground, Newark, Notts NG24 2NY.

AT A ceremony at the Royal Navy Submarine Museum, Gosport, John Goddard, last surviving crew member of HMS Affray, laid a wreath in memory of those who died when the submarine sank in the English Channel on April 17, 1951.

SEA SCOUTS from all over the UK descended on HMS Raleigh for their 20th annual swimming gala.

More than 162 youngsters competed and the overall winners, 1st Cuddington (Waspit) Sea Scouts, were presented with the Otter Trophy by Commodore Laurie Brokenshire.

A MEMORIAL service has been held for the men who were lost when HMS Protector was torpedoed off Crete in 1941.

The Service, at the Falklands Gardens, Gosport, followed a reunion at Thorngate Halls, Gosport.

A NEW Branch of the Submariners Association has been launched in South Kent.

The event, at Lydd Memorial Club, was attended by 50 members and guests, and the branch was welcomed as the association's 71st by John Huntley, National Chairman of the Submariners Association.

THE GUILD of Air Pilots and Air Navigators is inviting applications for the JN Somers Airline Transport Pilot's Licence Scholarship.

To be eligible, you must be aged from 18 to 26 on August 1, hold a valid PPL and Class 1 CAA medical, hold five GCSEs and A levels in relevant subjects and have evidence of a strong motivation towards a career in aviation.

For an application form, visit www.gapan.org or write to The Somers Scholarship, The Scholarship Secretary, Guild of Air Pilots and Air Navigators, Cobham House, 9 Warwick Court, Gray's Inn, London WC1R 5DL. Applications must be made on the valid GAPAN form and the deadline is August 1.

CHRISTIE'S is holding the first Maritime sale of the year on May 24.

The auction will include paintings, watercolours, prints, models, books and commemorative wares ranging from £200 to £40,000.

Many of the most momentous events in maritime history will be represented.

One of the most historically interesting pieces is a snuff box given to the Hon Nicholas Vansittart by Admiral Lord Nelson in gratitude for reports which helped him win the Battle of Copenhagen in 1801. For details visit www.christies.com or ring 0207 581 7611.

RECORD numbers of Stores Accountants are in training at the Royal Naval Supply School at HMS Raleigh.

This term the Stores Accountant School has 95 staff and students undergoing or providing instruction.

And the staff, led by WOSA Steve Houghton, includes six CPOsAs, four POSAs and a LWSA with more than 170 years of Royal Navy experience between them.

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Helping Hands



In Brief

A SPONSORED abseil and an appearance on BBC TV's *The Generation Game* were just two of the fund-raising ideas which helped HMS Excellent raise £2,670 for the training establishment's main charity, the Royal Navy and Royal Marines Children's Fund.

A GRUELLING 24-hour pool marathon at RN air station Yeovilton raised £1,326 for four-year-old local girl Nichola Lincoln, who suffers from a brain disorder.

The money, raised by members of the Families Community Centre at the air station, was used to buy a specially-designed walking frame for Nichola.

PUPILS from Portsmouth Grammar School have collected classroom stationery for a school in Sierra Leone after hearing about the troubled African state from the son of a Naval officer serving in HMS Iron Duke.

More than a thousand exercise books and hundreds of lead and colouring pencils will be taken to Sierra Leone by the Type 23 frigate HMS Iron Duke, thanks to the efforts of ten-year-old William Barker and his father, Lt Cdr David Barker.

A GROUP of children from Dover left HMS Illustrious with smiling faces, full stomachs and goodie bags of prizes, thanks to members of B Flight of 849 Naval Air Squadron.

The 24 youngsters were invited into the carrier's Senior Rates Mess by the officers of the flight, who laid on a treasure hunt, pass the parcel and a tea of sandwiches and jelly, provided by the ship's chefs.

EIGHT cyclists from HMS Lancaster made their way from Portsmouth to Lancaster in relays to raise £1,000 for the Neo-Natal Ward of the town's Royal Infirmary.

Supported by a three-strong logistics crew, the cyclists planned a route via HMS Flying Fox in Birmingham and Warrington, and were met by the Lord Mayor at the Town Hall. The Lord Mayor's granddaughter was herself a patient at the ward.

MEMBERS of the HIVE at Helensburgh played their part in the UK Big Breakfast in aid of the Cancer Research Campaign.

The ladies of the Help, Information and Voluntary Exchange on the Churchill Estate, serving the naval base at Faslane, had a steady stream of visitors, including Commodore John Borley, Commodore HMS Neptune, and the numerous cooked breakfasts they provided raised £200.



Bound for Lourdes

OFFICERS at HMS Nelson have chipped in to pay for a local girl and her carer to go on a trip to Lourdes.

Emma Rednap, who attends St Francis School for children with learning difficulties in Fareham, went to the Nelson Wardroom in Queen Street to meet some of the people who raised around £1,000 to help her on her way.

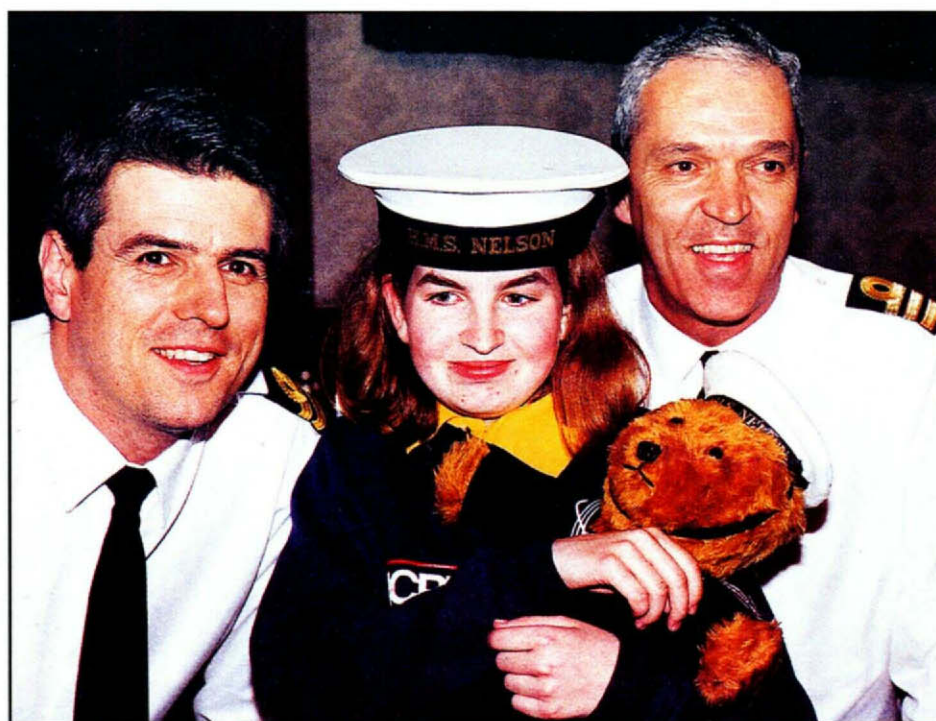
Suzanne Jones, a teacher at the school, who will also be going to France, said Emma would benefit from making the trip. "We will see increasing confidence, and Emma will become much more independent and self-assured. She will also have great fun – that's important – and she will meet lots of new people."

Lt Gareth Jones is the treasurer for the three Naval groups – based on Portsmouth, Plymouth and Faslane – who go to Lourdes every Easter under the auspices of HCPT – The Pilgrimage Trust.

Lt Jones said: "The children really come out of themselves there. It's a nice atmosphere, and because everyone there is in the same boat, they feel more comfortable."

The pilgrimage takes the form of a holiday, with entertainment and day-trips outside the town itself, famous for the Catholic shrine which developed from the visions of Bernadette.

Although many of the children going with the Navy have Service connections, a number – including Emma – have no links with the Navy.



● Emma Rednap and Jack Bear with Lt Gareth Jones (left) and the Executive Officer of HMS Nelson, Cdr John Wadham.

Trekkers head for the desert

SSAFA Forces Help and the Royal UK Beneficent Association will benefit from a 100km-plus trek through the wilderness of Namibia in October. Potential trekkers must commit to raising a minimum of £2,000, which also covers the cost of the trek.

The trip will see participants cross part of the Namib Desert in Africa, sleeping in tents or under the stars, with the chance to see wildlife along the way. Further details from SSAFA on 020 7403 8783, or e-mail info@ssafa.org.uk

Navy has red nose for cash



● TWO Navy wives, Charlotte Williamson and Kirstin Crossley, joined RAF wives at RAF Cranwell to raise just over £800 for childhood cancer charity CLIC by dressing as bunny girls. Charlotte's husband, Lt Stephen Williamson, is an instructor with the Joint Elementary Flying School at the nearby RAF Barkston Heath airfield, which is also the workplace of Lt Guy Crossley.

Ship racing is a winner

A CHARITY racing night with a difference helped raise more than £700 for a children's charity.

The ship's company of HMS Scott organised a variation on the familiar horse-racing night by using ships, and the grand total came to £714.

Scott was surveying in the Indian Ocean at the time, but when she returned to Plymouth some of her company went to the Child Development Centre at Scott Hospital to hand over the cheque and meet some of the children they are helping (see picture left).



● CPO Ashworth has his hair dyed by WTR Becky Mooney.

Ash blond is dyeing for cause

A SENIOR rating in HMS Cumberland let a fund-raising idea go to his head while the ship was on her recent deployment.

The scheme originally came to CPO (MEM) Paul 'Ash' Ashworth over Christmas lunch, and, with the blessing of the Commanding Officer, Capt David Cooke, Ash managed to raise £1,100 by having his hair dyed blond while the frigate was alongside in Dubai.

WTR Becky Mooney undertook the task of dying Ash's hair, in the Wrens' Mess, and after two hours in the drying room to allow the dye to fix, Ash faced his shipmates with his new barnet.

"It was meant to be a sort of African Sunset, but it came out more Russ Abbot ginger," said one of his colleagues.

The money was raised by sponsorship, and helped pay for a child and carer to go to Lourdes over Easter with the Naval element of HCPT – The Pilgrimage Trust.

Jungle trek for Andrew

A NAVY man is to trek through the jungles of Borneo later this year to raise money for the British Heart Foundation.

Andrew Robinson, serving at RN air station Culdrose, is seeking sponsors to help him reach his target of £2,600, and he is staging a number of events until his departure in September.

Donations should be made out to the British Heart Foundation, and sent to Andrew at the Survival Equipment Section, RNAS Culdrose, Helston, Cornwall TR12 7RH, tel 01326 557389 (work) or 01326 564095 (home)

Cyclists ride to Brussels

THERE are still places on the Royal British Legion Bike to Brussels ride for the Poppy Appeal.

The 225-mile ride, on June 14-17, will cross the Pas de Calais and Flanders before finishing in the Belgian capital.

Cyclists of all standards are welcome, and will need to provide an entry fee of £330 to cover all costs of travel, accommodation and support. Each entrant must also pledge to raise at least £400.

Further details are available from Rebecca Pride on 020 7973 7255 or rpride@britishlegion.org.uk

Welcome break

A HOLIDAY for siblings of special needs children is to be sponsored by Wilsons Hogg Robinson, the specialist Armed Forces insurance provider.

An agreement signed between Wilsons Hogg Robinson and SSAFA Forces Help will see 24 children from military families attend an action-packed week, including climbing, canoeing, raft-building and sailing, at Fairthorne Manor YMCA in Hampshire at the end of this month.

The Association of Royal Navy Officers

Patron Her Majesty The Queen

ARNO is both an officers' charity and a membership association which is open to serving and retired commissioned officers of the RN, RM, QARNNS, WRNS, and their Reserves. Formed in 1925, ARNO's primary purpose is to assist officers and their dependants in need with grants and bursaries from the proceeds of its assets, which exceed £3 million.

Today ARNO's 9,300 members are offered both financial and other advantages, the former very comfortably exceeding the annual subscription (£10 per annum or £150 for Life).

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Please send me details and a membership application form:



Haslar makes each day count

NAVAL staff are playing their part in putting their day surgery unit at the forefront of patient care – and helping improve efficiency at the same time.

The unit, at the Royal Hospital, Haslar, has been open for around three years, but the particular efforts of the past year have really paid dividends, according to the Gosport unit's nurse manager, Lt Cdr Helen McKillop.

"This is the jewel in the crown at Haslar," said Lt Cdr McKillop.

"We have some lovely real estate here, and the staff at the unit have been working particularly hard over the past year.

"We have attended courses and conferences and visited other units.

"A lot of time and effort has been spent on the education of nurses and theatre staff, and we

Thorough preparation is a key factor in the growing reputation of the Royal Hospital's Day Surgery Unit.

are trying to come to the forefront of day surgery."

A recent open day, to let the local community and military sick bays know about the role of the unit, was the culmination of a programme of visits by health care professionals from the Wessex region and beyond – people interested to see cutting-edge ideas being put into practice at Haslar.

The unit saw 3,000 patients last year, around half of them military, the rest local civilians.

Suitable surgical procedures are defined by the Royal College of Surgeons, from the simple removal of a mole to more complex hernia operations, and the rule of thumb is that an operation should take no longer than an hour.

One critical aspect of the Haslar unit's success is the rigorous pre-

assessment procedure.

Sister O'Dell Clark, the unit Pre-Assessment Manager, said a patient is seen by a consultant in out-patients, and if considered suitable as a day case the consultant will refer them to the unit.

The patient is offered a date, and military personnel can be contacted by phone, giving them information about the procedure, plus sick-leave advice, obtaining a commitment from the patient to help smooth the process.

"Pre-assessment is making sure they have the right information, making sure they know how far they can travel after surgery, when they can return to work and so on," said Sister O'Dell, who liaises with civilian medical centres while colleague S/Lt Fiona Bryce-Johnston, a pre-assessment nurse, is to liaise



● WO Charlie Giles takes the role of the patient during a training exercise in the Day Surgery Unit at the Royal Hospital, Haslar. With him are unit ward manager Sister Sue Twiss (centre) and Operating Department Practitioner Debbie Barnes.

Picture: Keith Malcolm.

with military sick-bays around the country, including ships alongside.

"A lot of DSUs do pre-assess their patients, but there are still a lot that don't, so we are breaking ground in this area."

The efforts put into pre-assessment are translated into figures which help the unit function smoothly – 0.5 per cent of appointments are no-shows or cancellations, which the unit believes is one of the best performances in the country. The unit also analyses

feedback from patients to improve the level of care.

Former naval nurse Sister Sue Twiss, one of the 26 staff on the unit, helps ease patients through the process on the day.

"When they come in they are allotted their trolley, and that is the one which is used for their surgery," said Sister Twiss, Ward Manager at the unit.

Operations are carried out under general or local anaesthetic, and after speaking to the surgeon – and the anaesthetist if appropriate – the patient can watch TV or sit in the ward area.

"We try not to get them into the patient role until the last moment – until they are ready to go down to theatre," said Sister Twiss.

When the surgeon is ready, the patient is wheeled the short distance to the theatre, and only then is anaesthetic administered.

After the operation, there is a three-stage recovery process for general anaesthetic, starting with the patient waking up, then on to single-sex bays in the ward area after around 20 minutes, which is where the recovery of local anaesthetic cases begins.

The final stage sees the patient dress and go to a lounge decorated in calming colours and furnished with comfy sofas, reclining chairs, TV, video, hi-fi – and a chandelier.

"This unit was researched and designed, using military expertise. The people who did it were very good at their job; they visited DSUs all over the country," said Lt Cdr McKillop.

"The unit is carpeted, has soft lighting and even a chandelier. It is probably the only day surgery unit in the country with a chandelier – and I promise you the light is very welcoming on a dark and dirty night."

The lounge is designed to get patients used to the idea of returning to the home environment, because within less than an hour of entering the lounge they are usually ready to be picked up by a carer, who has also been factored into the pre-assessment procedure.

Each patient leaves with medication, dressings, appointments and necessary information leaflets, including emergency numbers for on-call nurses, minimising the risk of complications and helping boost the unit's efficiency without losing the vital human touch.

Defence medicine moves forward

DEFENCE medicine has taken two major steps into the future with the formal opening of a new focal point in the Midlands and the commissioning of the Ministry of Defence Hospital Unit (MDHU) Portsmouth.

The Centre for Defence Medicine at Selly Oak Hospital, in partnership with the University Hospital Birmingham NHS Trust, will provide military personnel with training, experience and research

opportunities at a centre of excellence.

With increased military involvement in peacekeeping duties, one area of study which will be increased is refugee medicine and rare diseases from the more far-flung theatres of operation.

The centre was officially opened by the Princess Royal.

Meanwhile, on April 1, responsibility for the provision of acute health care within Royal Hospital, Haslar, passed from the Defence Secondary Care

Agency to Portsmouth Hospitals NHS Trust. At the same time, command of the hospital passed to Sgn Capt Lionel Jarvis.

MDHU Portsmouth will eventually be contained within the redeveloped Queen Alexandra Hospital site in Portsmouth.

In both the Midlands and Hampshire, military medical staff will work alongside civilian colleagues, and military and civilian patients will be treated, allowing military staff a wide range of experience.

Hotel service aids safety of lone women

THE SAFETY of women travelling alone on business is just one aspect of the Ministry of Defence's hotel booking service which has been introduced in the past four years.

Since 1997, Expotel Hotel Reservations Ltd have run the Central Hotel Booking Service (CHBS) on behalf of the MOD.

With more than 30 staff working exclusively on the MOD contract at offices in Stockport, Expotel aim to provide an efficient, free service to deliver the best possible standard of accommodation within agreed parameters for both Service personnel and MOD civilians, delivering reduced prices.

One initiative promoted by Expotel has been the Women Aware campaign, aimed at raising awareness within the hotel industry of the needs of the female business traveller, and which resulted from a survey highlighting a number of common problems faced by women travelling alone, mainly relating to safety and security.

When bookings are received from lone female travellers, hotels accredited to the Women Aware scheme will be highlighted by Expotel, and booked wherever practical.

Expotel can also handle conference bookings, assigning a dedicated consultant to the MOD client to oversee specific requirements, from a simple room booking to large-scale events with stage sets, sound systems, accommodation and entertainment.

Although aimed at the UK market, Expotel will also make bookings abroad where possible.

For further details on services for duty personnel, use the DFTS line (92319 849100), or call Jo Niknejad (0161 947 4404), e-mail jnikneja@expotel.co.uk

Ark Royal reunion point of contact

ANYONE planning to join the reunion of radio operators from aircraft carrier HMS Ark Royal in 1976-77 is asked to note a change of contact for organisers.

The event is aimed at any ROs (T or G, PO or LRO) who served in the Ark at the time the documentary *Sailor* was being filmed by the BBC.

Potential participants for a reunion should now contact George (Weekes) Mitchell at thesparker@thefreeinternet.co.uk

Wreaths are laid for the Fighting G

THE SHIP'S company of HMS Gloucester has paid tribute to an earlier generation who lost their lives rescuing survivors from a sunken destroyer.

The Type 42 destroyer conducted a wreath-laying ceremony at the spot where the ninth Gloucester, a City-class cruiser,

was destroyed by German dive-bombers during the Battle of Crete in 1941.

The cruiser had been helping prevent Germans from landing on Crete from mainland Greece, but she and other Royal Navy ships came under heavy attack from Stuka dive-bombers.

When the destroyer HMS Greyhound was hit, sister ships Kandahar and Kinston, with cruisers Gloucester and Fiji, went to her aid.

Gloucester – the Fighting G – was bombed amidships and sank at once. Sailors were subsequently machine-gunned in the water, and only 83 of her 807 crew survived.

Wreaths were laid on behalf of the ship's company, Torpoint British Legion and the Fighting G Club.

The destroyer was on passage to the Far East, where she will take part in multinational exercises and undertake a number of port visits.

Submarine centenary celebrated

THIS month sees three significant celebrations in the Royal Navy Submarine Centenary programme.

On May 4-7, the town of Barrow, which produced the first RN boat, Holland I, hosts its centenary events.

On May 17, the Royal Navy Submarine Museum in Gosport officially opens the new Holland I exhibition – see page 30.

And from May 28 to June 3 the spotlight moves to the Clyde Naval Base at Faslane, home of the First Submarine Squadron, where up to 15 boats representing 11 nations, including the UK, are expected to attend, as well as frigate HMS Monmouth.



● The Dental Department at HMS Neptune weighed in with their own initiative on National No Smoking Day to help smokers thinking of kicking the habit. The department staged a competition in the form of a quiz, in which the 14 winners received electric toothbrushes as prizes. The quiz featured various questions about the effects of smoking on people's teeth and gums. Pictured (left to right) are Dental Surgery Assistant Joe Marshall, Cdr Guy Pounder, Commander HMS Neptune, and organiser Mrs Lesley Mooney.

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Cambridge blues depart for good

WITH the Royal Marines Band Plymouth in attendance, the White Ensign flies for the last time over the gunnery training school HMS Cambridge.

The event marked the end of the Devon establishment's 45-year history – it was commissioned 100 years to the day after the fourth HMS Cambridge began life as a gunnery school.

The decommissioning ceremony on March 30 was a particularly poignant moment for David Large and Roland Merley, who as CPOs hoisted the Ensign and commissioning pennant in Cambridge in 1956.

They accepted an invitation to help strike the Ensign and pennant for the closure.

The salute was taken by Rear Admiral John Chadwick, Flag Officer Training and Recruiting.

HMS Cambridge also housed the Naval Military Training School and the Board and Search School. Both have moved to the new entry establishment, HMS Raleigh.

Gunnery training has become the responsibility of the Hampshire establishments HMS Dryad and HMS Collingwood. There, state-of-the-art virtual-reality simulators will replace close-range, live firings.



Face-to-face project wins over £4,500

A PROJECT by the Royal Marines Museum in Portsmouth to give visitors a chance to come Face to Face with the Past has won a grant of £4,556.

The money was awarded by the Clive Small Grants Programme and is one of 14 payouts totalling £100,000.

The grant will help to fund the museum project which provides an educational interpreter – local drama teacher Stuart Taylor – in the roles of a World War I recruiting sergeant and a mess butler of 100 years ago.

The project started on Easter Monday and will continue on selected days until the end of August. Details on 023 9281 9385.

Motoring with Glynn Williams



Executive jet of the highways

SLEEK and distinctive, the Saab Turbo is the executive jet of the highways. It is sporty yet solid, with everyone cosseted, enjoying armchair comfort in a safety capsule.

Many still think turbo means gas-guzzler, but you can have the best of both first-class treatment and economy in running costs with the latest 2.2-litre, direct-injection, turbo-diesel version of the Saab 9-3.

It is a revelation to those who, despite the revolution in engineering, still think of diesels as lethargic, noisy and harsh.

The latest 2.2 TiD is quick by any standards. Zero to 60mph in 10.1 seconds is brisk, but where it scores is on muscle, with low-revs torque of 206lb/ft from as low as 1,500 revs that minimises gear changes.

In fourth it surges from 40-60mph in just 6.3 seconds. In fifth, 50-70mph takes only 9.6 seconds for calm but assured overtaking.

To put that into perspective, this 125bhp diesel beats its thirstier, 150bhp, 2-litre petrol turbo stablemate on those courses. And like surfing the net for a cheap flight, the running-cost savings are impressive, as the car averages around 45mpg – almost double what you might have expected from a less glamorous, 2-litre petrol car just a few years ago.

One of the secrets is very high fuel injection pressure. Another is

that while there are four valves per cylinder, there is a single camshaft but dual-induction passages, one of which is shut off at low revs but opened when action is demanded. It's efficient, and that means low emissions.

Twin balancer shafts also help smoothness and quietness – on the open road you easily forget it's a diesel, and have to double-check on the rare occasions you refuel

My one reservation was that the velour upholstery texture was so grippy that it slowed getting in and out – go for Saab's lovely leather if your budget runs to it.

Otherwise it is a complete package, with dual frontal and head/torso airbags, active head restraints to minimise whiplash, anti-lock brakes, electric windows and mirrors, trip computer, and remote central locking with alarm.

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TRANSMISSION: Front-wheel drive with five-speed manual change.

PERFORMANCE: 0-60mph in 10secs. Top speed 124mph.

FUEL ECONOMY: Urban cycle 34mpg; extra urban 56.5mpg; combined cycle 45.6mpg.

THE ninth Goodwood Festival of Speed, Britain's biggest crowd-pulling motor race meeting last year, promises to be even better this year.

Staged on July 6-8, just a week before the British Grand Prix, the meeting near Chichester will have its best current F1 entry. Details on: www.goodwood.co.uk

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'Red Plum' returning after fruitful voyage

ICE PATROL ship HMS Endurance is due back in Portsmouth on May 8 after a six-month deployment to Antarctica.

The ship has completed three intensive work periods in South Georgia and on the Antarctic Peninsula since she sailed from her home port in October last year.

While she was away the 'Red Plum' provided assistance to scientists of the British Antarctic Survey who uncovered fossil remains dating back to the extinction of the dinosaurs in an attempt to understand long term global climate change.

The ship also hosted a visit by a BBC film crew making a documentary about penguins and visited Argentinean, Chilean, Russian and American bases in Antarctica. The deployment was a great success for the ship's company who took every opportunity

to take walks ashore to see seals, penguins and birds, and there were many chances to observe Hump Back whales and pods of Minke and Killer whales.

During the ship's final work period, HMS Endurance earned her 'blue nose' when she entered the Antarctic Circle to visit the British Antarctic Survey Base at Rothera, at 67.4 degrees South.

Scientists at the base hosted members of the ship's company, and took them up into the mountains for an afternoon of winter sports, skiing and tobogganing, and the stop coincided with a visit by Flag Officer Surface Flotilla, Rear Admiral Forbes, who was keen to see Endurance in her working environment.

On her way back to Portsmouth, HMS Endurance is visiting ports in Chile, Ecuador, Panama and Florida.

Royal Marines follow Shackleton's example

SEVEN Royal Marines from HMS Endurance have retraced the route of Sir Ernest Shackleton's epic trek across South Georgia.

The ship's RM detachment (right) was accompanied by Sgt George Singer, the Garrison Sergeant Major from South Georgia and Brig David Nicholls.

They started at King Haakon Bay, to the south of the island, where HMS Endurance was conducting survey operations, and finished at the old whaling station of Stromness.

That was the point at which Shackleton finally reached civilisation, 20 months after he had sailed for the South Pole in the doomed ship Endurance.

The Royals' trek took just under two days, using skis, walking axes and crampons to cross 42km of snowfields, ridges and glaciated terrain.



● **OUTSTANDING:** Leading Radio Operator Kevin Long, head of the Communications Department in HMS Ledbury.

Signal success for HMS Ledbury

THE SKILL and dedication of radio operators in HMS Ledbury has been signalled with the award of the Redifon Silver Salver for communications excellence.

The award is given to the minor war vessel which has demonstrated the highest standards in communications performance and it is the second time that it has been won by the minehunter Ledbury.

Ledbury's communications department, run by Leading Radio Operator Kevin Long, attracted exceptional praise during operational sea training and received an outstanding assessment after a harbour administration check.

The Silver Salver was presented by Commodore Minewarfare and Patrol Vessels, Diving and Fishery Protection, Commodore Barry Goldman, and it was received on behalf of the communications department by LRO Long.

At the presentation, which was attended by the ship's company, senior MFP officers and representatives of Redifon MEL, Commodore Goldman said: "This department's continuing high standards are a positive lead on board and a shining example to other ships in the Flotilla."

Poole hosts training convention



● **RM POOLE:** WO2 Steve Kempton (left) and Mne Sean Booth with Dorset Careers Chief Cynthia Gittens, Capt Tony Miklinski and Sue Jones, Connect to Learning Co-ordinator.

MORE THAN 150 delegates descended on Royal Marines Poole for a convention dedicated to training and development.

The 'Dorset Connect To Learning Network Convention' brought together adult learning, education, careers and information organisations throughout the county.

And it gave local people, Servicemen and their families the chance to receive the best advice and support for all of their learning and work issues.

The convention aimed to promote the many opportunities which exist for personal and professional development, a cause which is strongly supported by the Royal Navy and Royal Marines.

Keynote speakers included the Director of Service Education, Capt Tony Miklinski RN, and Dorset Careers Chief Executive Cynthia Gittens and RM Poole's Education and Training Officer, Lt Mark Walker RN, held a workshop in the camp's new Learning Centre.

● **Cadet drummers, 1957.**



Portsmouth cadets celebrate centenary

PORTSMOUTH'S Royal Marines Voluntary Cadet Corps marched into the record books as the oldest RMVCC unit when it celebrated its 100th anniversary.

The Portsmouth unit was founded at Eastney in 1901, two years before those at Chatham, Gosport, Plymouth and Deal, when the original Royal Marine Artillery Cadets were all sons of Royal Marines SNCOs and RN Petty Officers.

The RMA uniform was khaki with a slouch hat, bandoliers, belts and leggings and the boys had to save up to 4s 9d to pay for it. The corps flourished, and they were present at the coronation of Edward VII in 1902 and were inspected by the King and Prince of Wales in 1904.

Cadet recruiting was opened to a wider audience in 1922 but the Corps was disbanded in 1939. It reformed after WWII, and in 1951 many of the units changed their name to the RM Volunteer Boys Corps. A new rifle and drum band was formed

in 1952 and the unit has thrived ever since. In 1979 the Cadet Corp reverted to its original RMVCC title and in 1997 the entry criteria was widened to include girls.

In 1991, the closure of the Eastney Barracks led to a relocation to the Royal Marines School of Music and the unit now has a permanent home on Whale Island.

□ A centenary reunion and parade at HMS Excellent is planned for July 7. For details call the RMVCC(P) on 02392 547 495.

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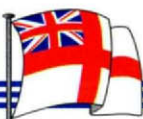
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Sea Cadets



LEAVING THE NAVY?



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NAVY veterans stepping back into civvy street are being invited to help make the next generation of sailors ship-shape – by volunteering as instructors with the Sea Cadets.

In a special appeal launched this month, officers and ratings retiring at the end of their Naval careers will be urged to invest their spare time in their local Sea Cadet unit and give youngsters in their own neighbourhoods the benefit of their experience.

"There is nothing like real time served to inspire young people in the traditions of the Senior Service," said Sea Cadet spokesman Roger Busby.

"It would be a waste for sailors to turn their backs on the sea when they can do so much for their own communities. We want them to share the satisfaction of helping our cadets make the most of their lives."

With 400 units nationwide, the Sea Cadets offer a wide choice of locations, from inner city neighbourhoods to coastal towns, and with up and coming specialisations from computers to cookery, it's not just knots and drill for the budding matelots.

"There's plenty of scope to pass on the skills of a job well done and earn the gratitude of young people for giving them a flying start," he said.

Now everyone leaving the Navy will get a leaflet explaining how they can get in touch with the Sea Cadets for an informal chat – and a personal invitation to see Corps values for themselves.

"There's no rush – we know how many will be preoccupied with family and career issues and adjusting to life on civvy street," said Roger.

"We just hope they will keep the leaflet on the mantleshelf until nostalgia sets in and then take a look at what's on offer – a real opportunity to make a significant contribution to the next generation. It would be a shame for people with such a wealth of experience to turn their backs on the sea."

And in a new spring and summer "target blue" recruiting drive, RN and RM Careers Offices throughout the country are being supplied with new-look recruiting literature to help swell the Sea Cadet ranks.

□ Contact your local unit for details – or call SCC Headquarters on 0207 928 8978



Sunny interval at Culdrose

'PRECIPITATION in sight' is no longer an academic concept for the latest bevy of Sea Cadet students learning the arcane arts of meteorology at RN air station Culdrose – after the wettest winter on record they know just when a hard rain's a gonna fall.

But singing in the rain is the order of the day on the HMS Seahawk course as they get to grips with deep depressions, occluded fronts and ominous-looking cloud formations.

The Met Course, which includes sitting in on pilot briefings and

stints in the control tower as well as classroom tuition is fast becoming a firm favourite with Sea Cadet instructors.

Meteorology is a popular GCSE subject, and when they return to their units the newly minted weather forecasters are in big demand to pass on their state-of-the-art knowledge to cadet classes.

Now when storm clouds threaten, "looks like rain" just isn't good enough for the Seahawk graduates. As the brollies come out yet again, "precipitation in sight" is the new Met mantra.

Special praise for 'shining example'

LONDON's top lawman, Metropolitan Police Commissioner Sir John Stevens, singled out Sea Cadets for special praise at a Young Citizens Awards ceremony, saying: "Tonight I have been uplifted by these fine young people who have shown us how to cope with so much."

Presenting an award to PO Cadet Ricky Sicklemore, Sir John said the cadets had been "a shining example to others".

"Everyone who has been on this stage is very special," he said. "Let us glory in that and be very proud of each and every one."

The awards, made annually by the Youth and Community Section of the Met's Havering Police Division, recognise courage in the face of adversity. Ricky received his as Lord Lieutenant's Cadet for Essex, for assistance with civic duties and work in the community.

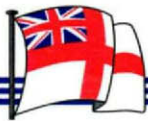
Cadets Trudy Burton, Louise Downing and Jackie Stannard also received awards from the Commissioner.



Shopping made easy

LITTLEHAMPTON Cadets did a tour of duty at their local Safeway store, helping shoppers pack their purchases – and raised £224 for their unit in collecting boxes placed strategically at the end of the check-outs.

Store manager Adam Lawes praised the cadets for helping make life easier for shoppers and staff alike – and for showing that business and youth can mix to everyone's advantage.



Sea Cadets



OCEAN INVITATION

ASSAULT ship HMS Ocean sent a team to call on their affiliated unit TS Highburton – headed by commanding officer Capt Scott Lidbetter.

He brought with him the ship's navigator, Lt Cdr Paul Romacy, second navigating officer Lt Tracey Longrill and SO (Logistics) Lt John Taylor, who is also Cadet Forces Liaison Officer.

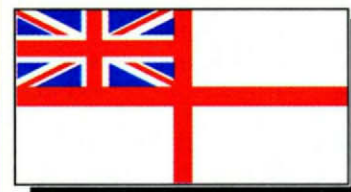
Capt Lidbetter, seen above with TS Highburton's own CO, Lt Mark Clarke, has invited the cadets to visit HMS Ocean (right) at Devonport later in the year.



TS IRON Duke had a windfall of £104 when Driffield RNA held a bucket collection for the Hull unit – the proceeds handed over by Chairman Don Braithwaite to Gareth Jones watched by Hayley Jones, Mathew Pipes and Charles Boanas.

Thanks a bucket!

● THE TRAINING Team from the Sea Cadet Training Centre at HMS Excellent visited Malta Unit to lead the new Sea Cadet Instructors Qualifying Course. Lt Cdr Alan Waters, CSgt Glyn Robinson and PO Alison Bagulay are seen with the 14 members of TS St Paul who took the course – and passed.



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NEWSVIEW

Warfare in a new cold climate

If the report of the Defence Training Review has a single underlying message it is that the global security environment is changing fast – much faster and more diversely than was anticipated just a few years ago.

And this sense of urgency has been picked up all along the line – with the need for better engineering back-up for the Fleet, exemplified by the creation of a unified Warship Support Agency; and by the pooling of resources of battle-staff expertise under the new Commander UK Maritime Forces.

All of this is working towards a more realistic, closer appreciation of joint-Service operations – and of the way Service career structures need to mesh with the aspirations of the young people we need to recruit to help keep this dynamic on track.

Their hopes and expectations are very different from those of just a single generation ago, recognising as they do the general shift away from long-term job security towards a more flexible approach in the achievement of career goals.

This is not necessarily a bad thing – but while the Navy has a duty to provide its people with marketable skills to help them towards future success outside, it needs to ensure that it retains its appeal for a full career within the Navy itself.

The Navy has long provided an education in the university of life that is second to none. But the business of producing good citizens is not its sole function.

It needs to retain them for longer if they are to achieve their full potential, both for themselves and for the good of the Service.

Warm about Harry

Many ex-Servicemen of a certain age will have mourned the passing of Harry Secombe. And they will have been joined by many more of a later generation, for the appeal of the big, raspberry-blowing clown with the golden voice was transcendent: he got a huge reception when he traveled down to entertain the troops in the Falklands.

Of all the Goons he was the most likeable. His humour was never cruel. He was to the Goons what Ringo was to the Beatles, what Harpo was to the Marx Brothers – the one the children loved, too.

He radiated sincerity – if you can fake that, as someone once observed, you've got it made. But you never can. Servicemen can spot a phoney a mile off, whether from the back row of the stalls or squatting on the desert sand at the edge of a huge crowd half a world away from home.

"If I Ruled the World" was his best-known song. He sang it, as he modestly used to say, 'Can bello' rather than 'Bel Canto'. But it summed up his personal credo: "Lead a good life and do unto others as you would they should do unto you."

Training blueprint is 'excellent news'

CHANGES proposed by the Defence Training Review have been welcomed as "excellent news" for the Royal Navy and Royal Marines.

Speaking to *Navy News*, the Second Sea Lord Admiral Sir Peter Spencer, said the DTR recommendations and extra funding for improvements to single living accommodation represented "tangible evidence" that the Services were putting their people at the centre of defence planning.

He said: "The DTR has endorsed the excellence of our initial training for officers, ratings and Royal Marines, and identified that Naval training establishments are providers of best-practice in a number of key areas, which underscores the high quality of Naval training."

The new blueprint for Defence training in the 21st century would mean closer integration between the Services, and closer integration between the Services and the Civil Service.

There would be closer alignment with business needs and structures and improved recruitment and retention through the accreditation of training and education.

"We need to meet the aspirations of our young people if we are to continue to recruit and retain them in an increasingly competitive market," said Admiral Spencer.

"Allowing our people to obtain recognised external qualifications like the European Computer Driving Licence will help convince them that their interests are the Service's interests as well."

He said some of the measures could be achieved quickly but those that needed "up-front investment" would have to be tested through project definition phases and would take

longer to introduce.

The end result, he said, would be "a better and more cost-effective training and education system properly resourced and forward-looking – a system with the capability and flexibility to help generate Armed Forces fit for the 21st century."

■ The Open University is "very excited" about the prospects offered by the Defence Training Review, said the OU's Business Development Director, Edmund Dixon.

The OU has welcomed plans for a Defence Accreditation Board that will oversee promotion of schemes in which

Service people will be encouraged to transfer skills and credits they have developed during existing training to other courses.

More than 4,000 members of the Armed Forces are studying with the OU, whose graduates include Navy personnel who studied while at sea.

ALL ABOARD FOR THE BRAIN TRAIN

■ From page 1

Education will be created to head the new set-up.

The proposals are the results of an 18-month Defence Training Review headed by Vice Admiral Jonathan Band. Its report, *Modernising Defence Training*, was published on March 27.

One of its effects could be the "rationalisation" of some establishments – something that will be examined further over the next 12 months. MOD says there is a need to cut the cost and size of the training estate.

While the review found that, overall, MOD training and education were of a high quality, improvements were needed to meet the challenges of the 21st century, including the need to develop information-age skills for all recruits to the Armed Forces and MOD Civil Service.

All will be required to reach basic skill levels by the end of probation, and, generally, more training will be shared by Service people and civilians.

Work on some of the proposals – including establishment of the Defence Academy – are expected to be completed within 12 months, while other plans will take longer to bring to full development, said a MOD spokesperson. Among the longer-term plans is the new Sixth Form College which will not be in operation before 2005 as the lease on the Army's Sixth Form Technical College at Welbeck would not have expired before that date.

Announcing the proposals, Defence Secretary Geoff Hoon said: "Increasingly we face new



● Vice Admiral Jonathan Band – he headed the tri-Service Defence Training Review team.

challenges, and it is vital to ensure that our training continues to meet our needs and is cost-effective...

"The report therefore sets out a coherent set of measures designed to deliver a training and education system that is better integrated, aligned to operational and business needs, responsive to change and cost-effective."

There will be more joint training between the Services, and more multi-national and inter-agency

training for individuals at all levels. "We will introduce improvements to civilian training and to leadership and management training, and will make the leadership expertise of MOD and the Armed Forces more widely available as a resource for the UK as a whole," said Mr Hoon.

Training would also be improved and made more accessible through new technology. The Ministry's Service people and civilians would be supported in their personal development, which will help recruitment and retention and provide skills and qualifications to enhance the national skills base when they leave to start a new career.

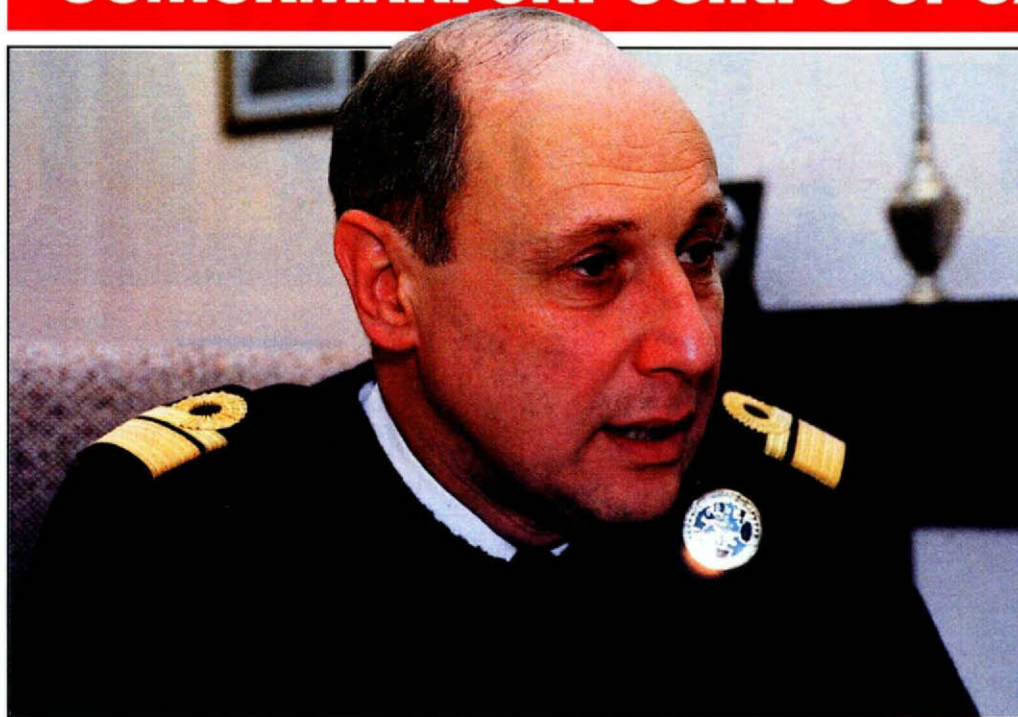
A "significant proportion" of specialist training would be delivered by new defence schools rather than on a single-Service basis. That, said Mr Hoon, would eliminate duplication and improve training quality, particularly in support of joint forces and operations.

The Ministry says it recognises that training is crucial to the success of the Armed Forces and spends £4.2 billion on it each year – representing almost one-fifth of defence resources.

Through cost reductions over the next 25 years, MOD expects to make a net saving of hundreds of millions of pounds.

MOD is keen to stress that the plans would not mean the loss of single-Service identity. The Ministry spokesperson assured *Navy News* that: "Recruit and initial officer training will remain primarily single-Service, with joint or Defence training increasing progressively as careers develop."

COMUKMARFOR: Centre of expertise for maritime forces



● "We are getting a much higher tempo of operations and the permanent battle staff needs to be more flexible" – Rear Admiral Stephen Meyer.

Battle staff pool their resources

CHANGING patterns and pace of conflict around the world have prompted a major shift in the way the Royal Navy plans to meet the challenges of the post Cold War era.

Last month Rear Admiral Stephen Meyer swapped his title of Commander UK Task Group (COMUKTG) for a new role as Commander UK Maritime Forces (COMUKMARFOR) – and, he told *Jim Allaway*, the key word from now on has to be flexibility.

"Things have become much busier over the past few years, with more and more operations. And the way we command those operations has got to reflect this changing realism.

"Up until now I have been as COMUKTG the sole permanent operational commander – focused solely on operations and exercises. Flag Officer Surface Flotilla has been ready with some of his staff to come and replace us if we are held up somewhere for a long period or if something else is happening in parallel – they can act as the alternative Fleet Battle Staff, but they haven't been able to focus on that full time as they've had their own full-time jobs to do.

"In the days when the Navy was less busy, that was fine – but now we are getting a much higher tempo of operations and the permanent battle staff needs to be more flexible, so we can look after our own roulement arrangements and, in the worst case, be able to take care of two medium-scale operations at once.

"Things have evolved much more than we expected in terms of the number of operations we are involved in worldwide. So what we have done is to take some of the alternative battle staff and absorb them into our organisation, making a single UK Maritime Battle Staff that can then be mixed and matched as required.

"It might be that we want a single Naval officer supporting the joint commander in Sierra Leone where there is a frigate operating offshore. Or, at the other extreme, where we're the maritime component commander or even the joint force commander for a major operation, the whole staff with even more augmentees would move in.

"We are creating a single centre of expertise where all our battle staff work together on a day-to-day basis and are then selected into teams for each exercise or operation as it comes. There isn't a set 'this is what you get' – each event will be judged on its own requirements and a team fitted to it.

"And now COMUKTG has moved up into the operational level of command as the maritime component commander, and occasionally as the joint force commander, so I have changed the title of my post to reflect that and made my deputy COMUKTG instead.

"His old title as Deputy COMUKTG has never reflected what he actually does anyway – he is a Commander in his own right."

Are these changes down to the fact that there is much more emphasis on joint operations now, in coping with isolated trouble spots and so-

called brown-water operations?

"It's partly that – but I would refuse to go down the line of only exercising and training for low level operations, because if you are not prepared for the worst, then they can escalate and then you can't deal with them. We've got to be able to plan, train and exercise for the worst, high-intensity scenario. Once you can do that, then you can come down very easily to deal with lesser conflicts.

"Now, with this much more flexible organisation we can go and support all kinds of joint operations. It is almost inconceivable that we would be doing something that was purely maritime these days – we work very much in a joint environment all the time, and normally in a multi-national environment, too, either in an alliance or coalition-type operation.

"There are also greater calls upon our time in terms of the people we exercise with. I have a NATO hat as Commander Anti-Submarine Warfare for the Strike Force which used to be our traditional NATO role. But I've now been selected as a maritime high readiness force headquarters for NATO which means that I no longer just work under Supreme Allied Commander Atlantic but I can also be called upon to work for SACEUR as his maritime component commander.

"And there is also a European dimension now where we might work to the European Union. So all these different calls upon ones time and exercise commitment – and possibly operational requirements – also mean we have to be more flexible than we have ever been.

Obviously another key Navy in Europe is the French, so it is terribly important that we understand each other. And I work very closely with my opposite number in the French Navy – he is always inviting my staff to go to sea with him and is always offering staff to me when I go to sea on operations. This has got to be sensible.

"The same goes for our relationship with the US Navy – our two navies are very close and we continue to hold each other in mutually high esteem, as the recent commissioning of the USS Winston S. Churchill and the establishment of a permanent appointment of a Royal Navy officer to serve in her clearly demonstrates.

"I spend a very large part of my time travelling to meet people from other navies all around the world, particularly in the areas where we operate, and all of them are absolutely unanimous in their praise for what we in the Royal Navy do and how we do our business.

"The changes we have now made in the way we do our business at the cutting edge can only enhance that view. I think it is a very positive thing to have happened – and I think all warfare officers of the future will aspire to come into the UK Maritime Battle Staff as a key part of their progression from being a Principal Warfare Officer in a frigate to commanding a frigate in due course."

HMS PEMBROKE sailed from Portsmouth on April 18 in company with Bangor, Grimsby and Ledbury for a three-month deployment to the Baltic.

Pembroke will take part in three major exercises including LIVEOPS in the Bay of Riga.

Currently holder of the fleet diving competition, she is the only mine countermeasures vessel to have completed unsupported MCM diving to 80 metres and she has a wealth of diving experience on board.

The ship's normal Clearance Diving Team of six is supplemented by her Commanding Officer Lt Cdr Tom Russell and two more of her officers who all happen to be Clearance Diving Supervisors.

LIVEOPS in the Bay of Riga will pose the biggest challenge for the ships' teams as Pembroke, with MCM1 embarked, will conduct live ordnance disposal – something they rarely get to practise for real.

The deployment won't all be hard work, though. Pembroke will visit six Baltic countries between exercises, including Riga in Latvia, Parnu, Estonia for their national celebrations and Helsinki in Finland.

Her ship's company will also benefit from the recently reviewed tri-Service Operational Welfare Package, enabling all on board to keep in touch with family and friends back home – and with *Navy News*.

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CARRY ON



UNEXPECTED tests in quick-thinking to solve a complex problem were faced by HMS Invincible when a rare chance for an aircraft carrier to exercise an amphibious role was threatened by the foot-and-mouth outbreak.

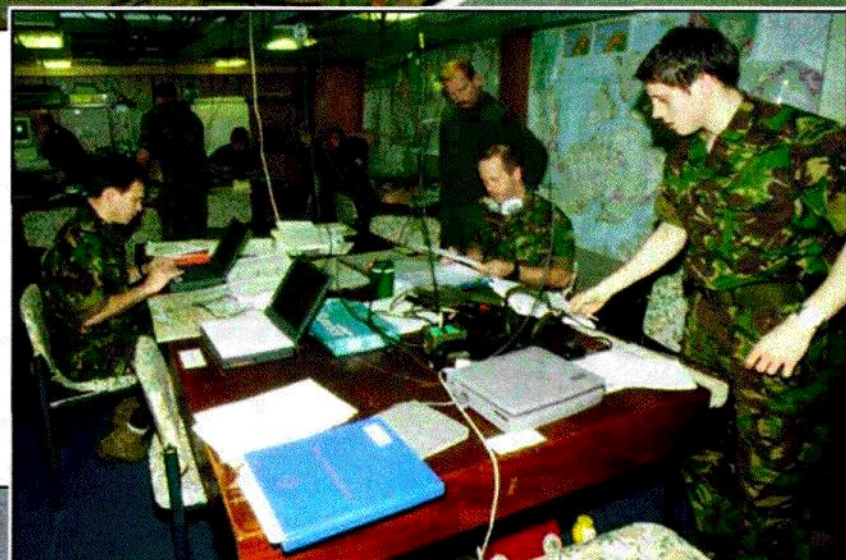
Events which no one could have foreseen overtook Invincible as she headed for the frozen fiords of northern Norway in late February.

With the eventual embarkation from Britain of a tailored air group – troop-carrying Sea King Mk 4 helicopters from 845 and 846 Naval Air Squadrons and a Lynx and Gazelle from 847 Squadron – she was planning to test her role as a helicopter landing platform.

The chance to do that seldom arises for any of Britain's carriers. The role undertaken by HMS Ocean, which was purpose-built for the job, has not been practised by an Invincible-class ship for a decade.

Invincible's opportunity seemed to have come with her participation in the Norwegian national exercise Joint Winter.

The carrier's Commanding Officer, Capt Rory McLean, said: "The exercise had the additional advantage that it would allow the ship's company training opportunities in some of the world's



● **ABOVE:** A Sea King Mk 4 launches from HMS Invincible's flight deck, also occupied by Royal Marines vehicles ready for the airlift ashore.

● **LEFT:** Exercise planners in the admiral's dining room, transformed into an amphibious operations room. Some fast thinking was needed if the ship was to remain in play.

● **BELOW:** Invincible plays it cool at Harstad, 140 miles inside the Arctic Circle, and where Britain's foot-and-mouth outbreak limited her ability to operate ashore.

It's **Blue** Nose Day

IN THE Frozen North, Comic Relief's Red Nose turned blue on board HMS Invincible.

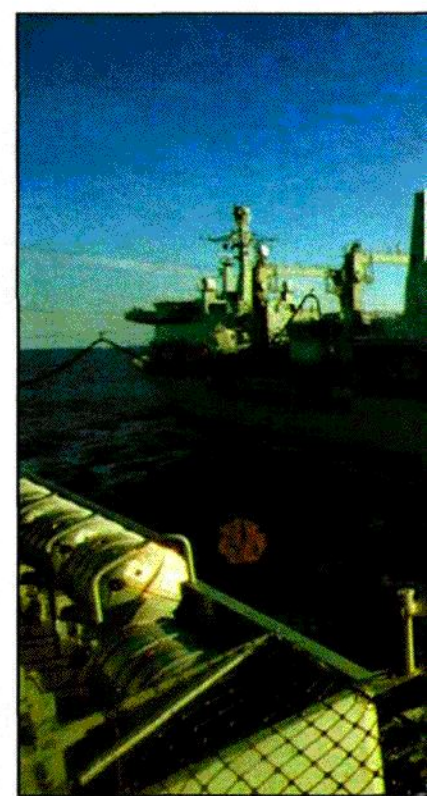
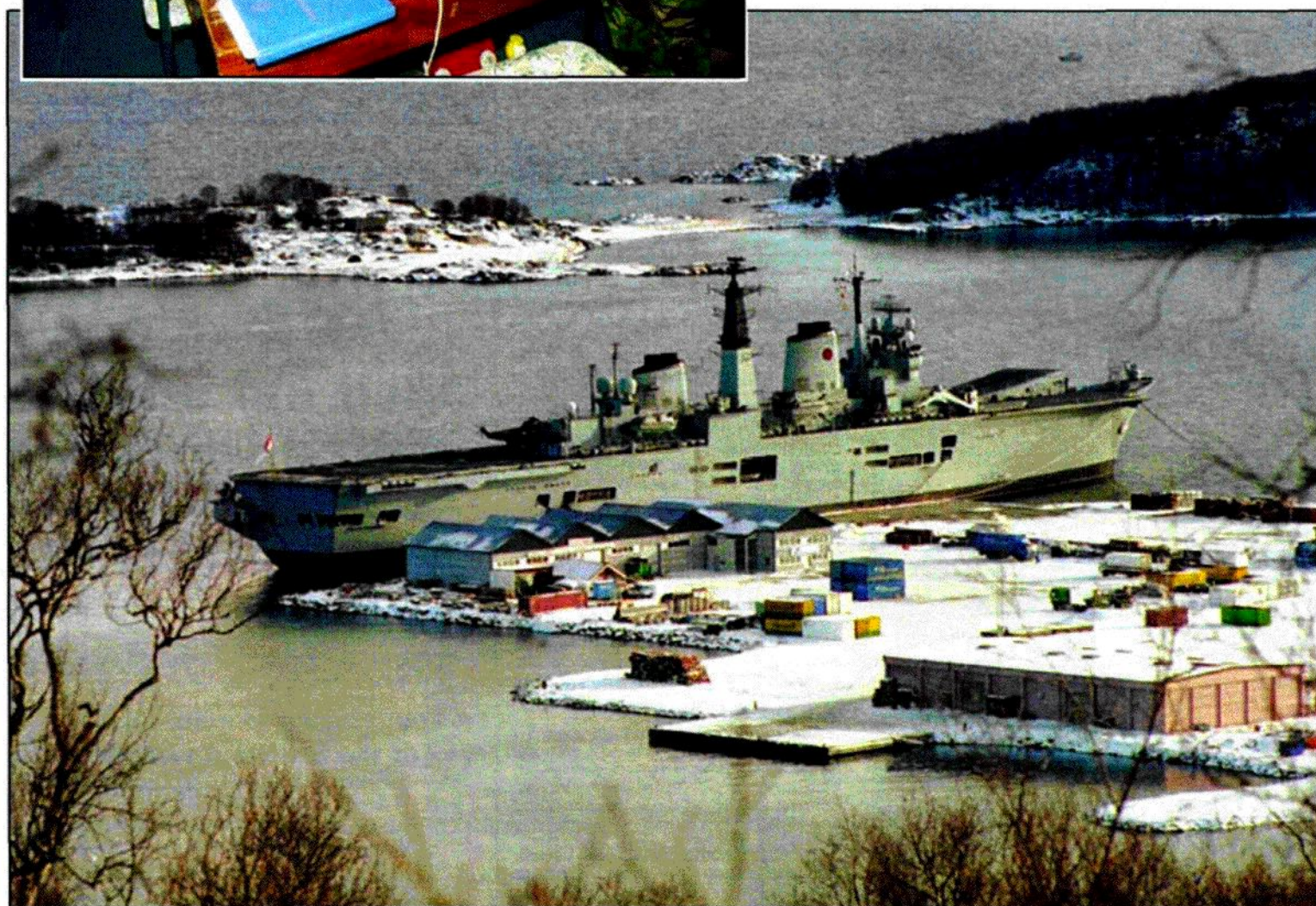
Twelve sailors from the ship's Warfare and Weapons Engineering departments raised a cool £1,200 with a 100,000-metre effort on one of the carrier's Concept II rowing machines.

The money has been shared between the Comic Relief appeal and King George's Fund for Sailors

after what the team reckons was probably the coldest and most northerly Red Nose event ever – started while the ship was at Harstad.

The rowers were led by CPOCT Kev Anderson who in 6min 48secs made the fastest time. Other team members were the ship's Weapon Engineer Commander, Cdr Henry Parker; CPOs Jamie Walker, Ernie Brigden, Kev Leonard and Radar Kite; LCTs Dave Somerville, Ken Johnson and Chris Peppitt; LWEM(R) Lee Richardson; and LWEA Roger O'Toole.

The total was swollen by a donation from the WOs and CPOs 'horse-racing' night in the hangar, as well as a bucketful of various currencies collected by the ship during the past three years.



ON, INVINCIBLE

Ice-cool planners save exercise from foot and mouth slaughter

PICTURES: CPO(PHOT) SPIDER WEBB

oughest conditions. If you can operate well north of the Arctic Circle in winter, you can operate anywhere."

Also embarked in the carrier was the staff of Commander Amphibious Task Group. They converted the admiral's dining room on board into an amphibious operations room. Meanwhile, parts of the hangar and flight deck aft were used as stowage areas for Royal Marines equipment.

As Invincible headed for the cold, glassy waters of the fiords, her testing time seemed to have begun according to plan, with the flight-deck and upper-deck crews working in temperatures which dropped to minus 25C at night.

Then the bombshell... Soon after arriving at Stavanger it was clear that

news of the spread of foot-and-mouth in Britain would impose severe limitations on the ship. Norwegian concerns to keep their country free of the disease meant that the movement ashore of personnel who had left Britain soon before or after the outbreak was severely restricted. That meant an amphibious exercise such as the one planned would be impossible.

While the limits had little effect on the Royals of 42 Commando - who had been in Norway since January - Invincible's people were restricted in disembarking manpower and equipment into the farming areas of the country.

"However, close liaison with the Norwegian authorities, both military and

civilian, enabled a huge amount of training to be undertaken," said Capt McLean. "Some very valuable exercises were instigated with the Norwegian Navy and Air Force, and many important lessons learned."

There still remained the problem of how to properly exercise the amphibious role. The necessary helicopters and members of 42 Cdo were embarked at Harstad, 140 miles inside the Arctic Circle. But what were they going to do?

The embarked planning staff and exercise planners ashore at RAF Lossiemouth went back to the drawing board. Then they demonstrated their flexibility by working out a new, complex scenario in double-quick time. Instead of Norway, northern Scotland was chosen for a simulated, "Non-combatant Evacuation Operation" - or NEO.

That allowed the embarked Marines and members of the ship's company to go ashore, with Invincible embarking two RAF Chinook helicopters to provide heavy lift for people and stores.

Aptly titled Tartan Relief, the exercise was played out for 36 hours, with many additional tasks, including tests for boarding parties and anti-terrorist measures. And as another compensation, the switch to Scotland allowed several hundred Service people from Lossiemouth to visit the ship - as "evacuated personnel" - for a taste of life at sea.



... but mind you wipe your feet!

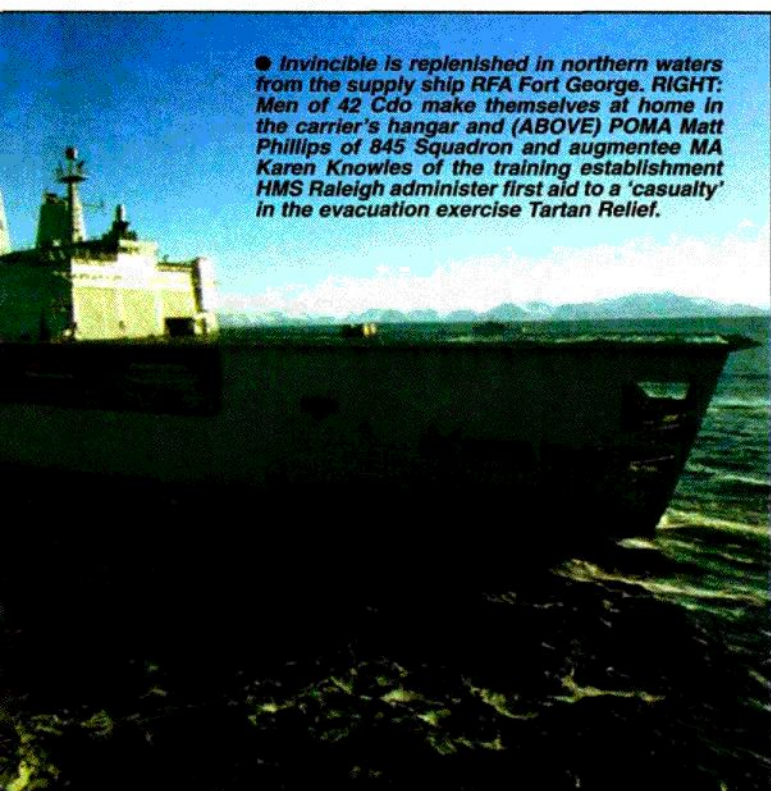
THIS tray of disinfectant was a compulsory step for all going ashore from the ship at Harstad - even for ship's diver WO John Fanning.

WO Fanning was pictured coming on board after taking part in a dive to free a fishing net which had fouled HMS Invincible's stabilisers and propellers.

The abandoned net became entangled as the ship approached port. A boat's party managed to remove most of it but could not reach the areas well below the waterline.

Giving his impressions of the dive in which he took part, CPOCT Jamie Walker said: "The underwater visibility was really fantastic but at a chilly 3C it didn't take long before the cold started to penetrate through our drysuits."

"It was a great opportunity for the team and the chance to end on a high note before going our separate ways when the ship goes in for her major refit."



● Invincible is replenished in northern waters from the supply ship RFA Fort George. RIGHT: Men of 42 Cdo make themselves at home in the carrier's hangar and (ABOVE) POMA Matt Phillips of 845 Squadron and augmentee MA Karen Knowles of the training establishment HMS Raleigh administer first aid to a 'casualty' in the evacuation exercise Tartan Relief.





The GANG PLANK Club



Cap'n Plank Says



Oh ho me hearties the ship be fair groaning with chocolate after that there Easter. I have ordered the crew to stop munching and start to get fit! Summer be coming I be sure and I want me crew to really enjoy that sun and sea. But before they can climb that there rigging they be having to tone up them muscles. I be thinking ye landlubbers should start to ready yeselves for summer. So, don't ye be getting out of them there games at school! And how about a bit of fresh air instead of those old TVs and computers. And while ye be out having fun why not get those old adults out there too! I be off to trot round me decks - 100 times!

RINGING IN YOUR EARS - TECHNOCAT'S TOP ADVICE ON MOBILE PHONES!



Nearly half of all of you aged between seven and 16 own mobile phones. That's an awful lot of phones and a massive amount of money spent on calls!!!

Phones are getting funkier all the time and if you hear a wicked tune it's more likely to come from your phone than the radio! Texting is a top way to keep in touch with your friends.

BUT..... Captain Plank has found out that there can be some big problems owning and using a phone. So, to stop you getting into mobile mischief, here's Technocat's Guide to cool use of mobile phones.

1. Always keep calls short and only phone for essential things, like keeping in touch with your parents to let them know where you are.
2. If you want to have major chats with friends call or text them quickly to set up a time to meet. It's more fun to get together anyway.

3. Most schools ban the use of mobiles. If your school has rules keep to them. You wouldn't like it if someone started a phone ringing in the middle of your top TV programme so think how a teacher feels if your phone rings in the best bit of their lesson!

4. Be careful when you send and receive text messages. Make sure you've got the number right and don't start to get into text chats if you don't know the identity of the person sending you a message

5. Keep your mobile safe. If your school has a safe place to keep mobiles keep it there not in your school bag. Use your security code to stop other people making calls on your phone.

Finally Technocat says

Mobile Phones can cost a lot of money to buy and use. Before you spend your hard-earned pocket money on calls just PAWS and check out whether you really need to make that call.



CONGRATULATIONS! ...to the very first member of our Press Gang

In March we asked if you wanted to be one of our very special Press Gang. The Press Gang will be asked to report on special events for the Navy News Gang Plank pages.

If you are chosen for the Press Gang your reports will appear in print with your name on them in one of our regular supplements! Captain Plank is delighted to announce the name of the first member of the Press Gang:

Thomas Martin from Istead in Kent!

Well Done Thomas - We'll be asking you to cover an exciting event for us very soon. Watch out for Thomas's report in our Summer Supplement.

—THE MESS DECK—

The crew say the post bag has been a bit lighter this month, perhaps you're all working very hard at school! Well, don't forget the weekends, why not snap up a postcard from your local shop and send it to us, then we'll know where you live! Don't forget to write your name on it though! Hello to Jamie (4) and Cameron (7) Abbott, they, or perhaps their Mum, sent us a great photo of themselves. They have visited lots of ships and Jamie has just been a star



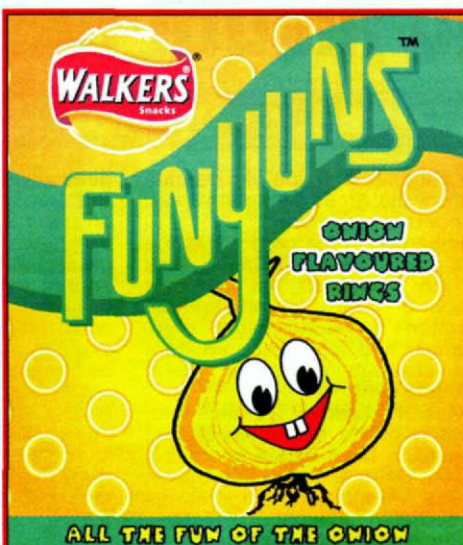
at school. He did a fab project on ships and his teachers at Etherley Lane School in Bishops Auckland were so impressed! And we also have a great photo of Lisa MacPherson with her top Lego prize, and thanks to Lisa's Grandma for her help with it!

Could you be one of our Press Gang?

Just write Captain Plank a report about one of your favourite subjects. Your report must be no longer than 200 words. Write your name and address on the back of the paper and send it to The Press Gang at the Gang Plank club.

A special panel of judges, including our very own Navy News Editor will judge your reports.

See your report and name in Navy News, pick up those pens and get writing now!



Walkers Crisps have just launched Funyuns, the tastiest onions rings around! This exciting new product is bouncing its way onto the shelves in your local shop with the help of Olly - the cheeky onion.

To celebrate the new era of onion ring, Walkers Funyuns are offering three Gang Plank Club readers the chance to win their own year's supply of Funyuns.

Simply answer the following question:

Q: What type of snack are Funyuns?

Send your answer with your name, address and membership number to:-

'The GangPlank Club',
Navy News, HMS Nelson, Queen Street,
Portsmouth PO1 3HH

Closing date for entries - 10th June 2001

The Editors decision is final. Relatives and employees of Navy News are ineligible.

GANGPLANK MEMBERS



WIN ONE OF 5 FAMILY TICKETS TO THORPE PARK NEW THIS SEASON

WHERE YOU CAN EXPERIENCE A TRIPLE BILL OF NEW WHITE-KNUCKLE THRILLS FOR 2001

The explosive new **DETONATOR**, the awesome **VORTEX** and the 60Km per hour **ZODIAC** -

The explosive new Detonator winches riders a terrifying 100ft into the air and then fires them back to earth at a belting 75Kmph.

Now answer this question correctly and you could win a family ticket to Thorpe Park ~
Q: WHICH OF THESE IS A NEW RIDE AT THORPE PARK?

(a) - DETONATOR (b) - DRILLER (c) - DRAIN
Put your answer on a postcard and send it with your name, address and membership number to:-

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Susie says Look Loud and help the Royal National Institute for the Blind!

On June 15 the RNIB is encouraging everyone to take part in its LOOK LOUD day. Why not get your school to agree to take part in Look Loud. Everyone ditches their school uniform and dresses in an outrageous outfit. Don't forget to all pay £1 each to the RNIB for the privilege.

The RNIB is a top charity giving help to anyone with a serious sight problem. They give lots of help to blind and partially sighted children, supplying special equipment and toys and offering play schemes and holidays.

Want to know more, Susie says get a FREE action pack by calling the Look Loud hotline on 0870 241 4826 or log on to www.lookloud.org.uk

Birthday Congratulations!

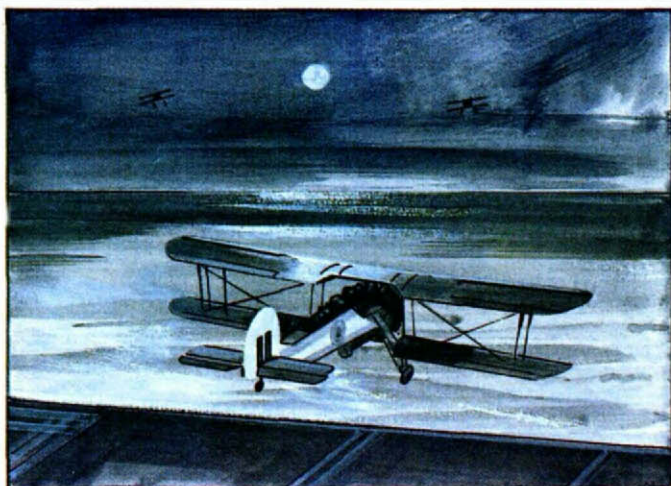
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Gareth Williams
Adam Willson
Kerin Wilson
Peter Wojcik
Christopher Woods
Joseph Wright
Ashley Young

MAY 24, 1941, 2200. THE ROYAL NAVY LAUNCHES THE FIRST EVER CARRIER-BORNE AIR STRIKE AGAINST A BATTLESHIP...

THE BISMARCK



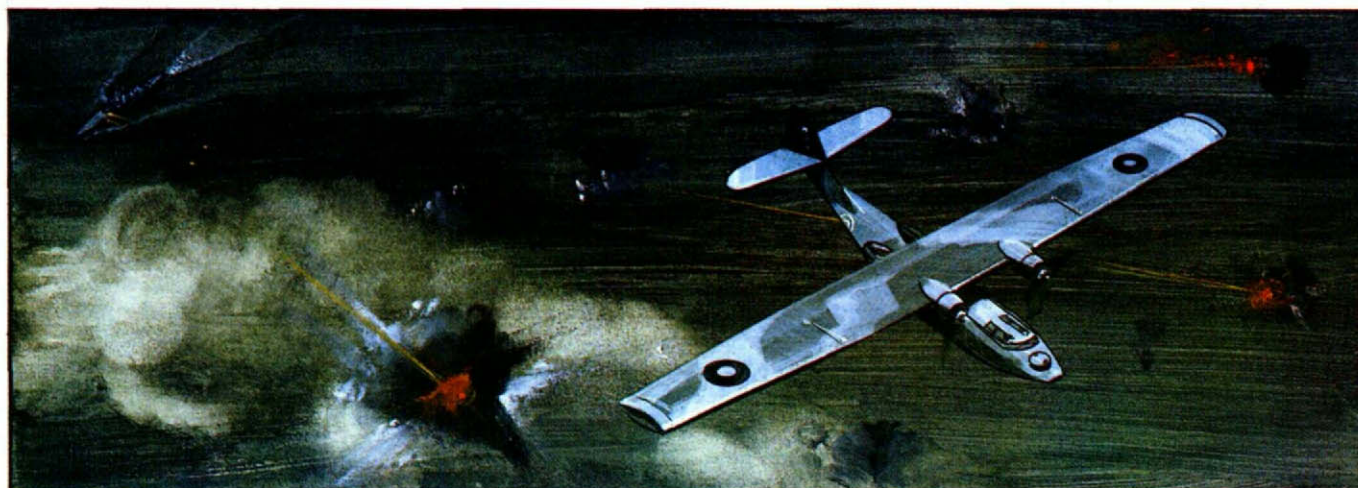
NINE TORPEDO-CARRYING SWORDFISH AIRCRAFT, LED BY LT CDR EUGENE ESMONDE, FLY OFF HMS VICTORIOUS TO HUNT FOR THE BISMARCK.



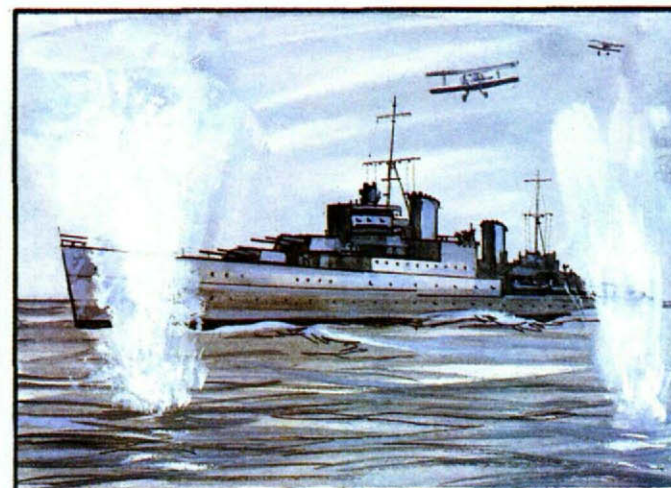
2330. FINDING HER WITH THE HELP OF HMS NORFOLK'S RADAR, THEY MOVE IN TO ATTACK WITH SUICIDAL BRAVERY, COMING IN AS CLOSE AS 500 YARDS BEFORE DROPPING THEIR TORPEDOES.



FRANTICALLY TWISTING AND TURNING, THE BISMARCK AVOIDS ALL BUT ONE OF THEM - AND THIS STRIKES HER AMIDSHIPS, WHERE HER ARMOUR IS HEAVIEST, AND SO CAUSES LITTLE DAMAGE.



MAY 25. IN THE EARLY MORNING CONTACT WITH THE BISMARCK IS LOST. IT IS ANOTHER FULL DAY BEFORE SHE IS FOUND BY A CATALINA FLYING BOAT OF RAF COASTAL COMMAND - NOW ONLY 700 MILES FROM BREST.



MAY 26, 1450. WITH THE BRITISH SHIPS RUNNING SHORT OF FUEL, ANOTHER AIR STRIKE IS LAUNCHED FROM HMS ARK ROYAL - WHICH ATTACKS HMS SHEFFIELD BY MISTAKE.

Day at sea in a destroyer for Paul

Gangplank Club member Paul Kitching, from Widnes, has bombarded us with letters and drawings ever since he joined a year ago. Captain Plank showed them to Cdr Paul Porter, commanding officer of the destroyer HMS York - who was so impressed that he invited him to spend a day at sea with her! Here is Paul's report:



● FANTASTIC VOYAGE: Paul Kitching on board HMS York with her CO, Cdr Paul Porter.

ON the 15th of March at 7am me, my mum, my sister and my dad set off for Portsmouth. By the time we arrived it was 2 o'clock in the afternoon. We unpacked and stayed for the night in the Hotel Ibis.

At 5 o'clock in the morning we all got up, had breakfast and got a taxi to Victory Gate, where we observed HMS York come into harbour. My mum and sister then went shopping in Gunwharf Quays while my dad and me were led over to the ship.

On board we met the Commanding Officer and had a tour of the ship. With the camera *Navy News* gave me I took many pictures.

The ship put to sea after we had had a briefing and as we left Portsmouth Harbour I went to the bridge and sat in the captain's chair, wore the captain's cap and used his binoculars. The Navigating Officer showed me the ship's course.

When at sea we went on exercises with HMS Edinburgh. HMS Edinburgh launched her Lynx helicopter which proceeded to fly around both ships.

An officer showed me the Sea Dart missile system's magazine. The missiles were huge!

After learning about damage control, ship systems and food catering and after visiting the galley, we set off back to

Portsmouth. We passed many destroyers, frigates and minesweepers, two amphibious assault ships and a training ship.

After we had come alongside, the captain presented me with a signed picture of the ship and a bag full of gifts. I gave him a picture of HMS York that I had drawn and

then I went below to have lunch in the wardroom.

We left the dockyard by minibus and spent the rest of the day going to the museums and historic ships.

When I think about the whole trip, the best part had to be the missiles. And the worst part? Well, there wasn't one! It was all incredibly fantastic!



Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK - £7.50 2 year UK (saving £1)

Name

Address

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Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Join the Gang Plank Club and receive a fabulous Goody Bag!

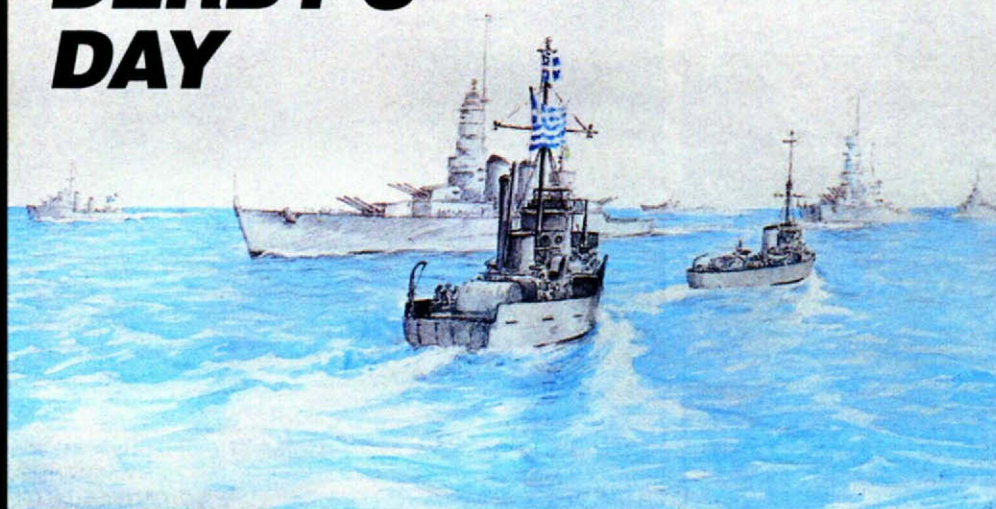
Send your completed form, together with a postal order/cheque for £4.25 or £7.50 to: 'The Gang Plank Club' Navy News, HMS Nelson, Portsmouth PO1 3HH

call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)

We will also accept payment by:- Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or over



DERBY'S DAY



THIS RARE picture of HMS Derby has surfaced thanks to a letter to *Navy News* (January) by John Leins who spotted the original in the Hellenic Maritime Museum in Piraeus, the port of Athens.

Sent to us by the secretary of Derby branch of the RNA, Shipmate Richard Bannister, the painting shows the surrender of the Italian fleet at Alexandria, with Derby wearing the flag of Admiral Sir Andrew Cunningham, and a Greek admiral's ship in the foreground.

Mr Leins' letter was prompted by reading our November issue which referred to a rare photograph of the old coal-fuelled minesweeper being presented to Derby town by the local RNA branch.

Around the Branches

Newbury

Eighteen standards were paraded before the annual memorial service organised by the branch for the crew of the wartime submarine HMS Tigris.

The Tigris, adopted by Newbury during Warship Week in 1942, was sunk with all hands in February of the following year.

The service at St Nicholas Church was conducted by the Rev David Cooke, lessons being read by the Deputy Mayor, Cllr Clive Hillman, and Shipmate Vernon Coles DSM, president of the Royal Berkshire branch of the Submariners Association.

Guests included former submariners Vice Admiral Sir Anthony Troup and Rear Admiral Anthony Whetstone (president of the Submariners Association). Also present were family and

friends of PO/Tel Duffy, one of those who lost their lives in Tigris.

Standards paraded included those of the Royal Berkshire Submariners Association, Newbury Royal Artillery, the Royal British Legion and RNA branches.

Hanworth

At No 1 Area general meeting, hosted by Hanworth branch, Shipmate John Woodrow (Mitcham, Morden & Wimbledon and Area treasurer) received life membership. Shipmate Ann Foley (Greenford and Area and branch standard bearer) was elected Shipmate of the Year, and Shipmate Gerry Nash (South Harrow) was runner-up.

The trophies were presented by Shipmate Alan Robinson, Area vice chairman, National Council member and ceremonial officer.

You can bid for the original of this picture

NAVY NEWS has joined the *Tamworth Herald* and Cambridge Stamp Centre to offer readers a chance to bid for this original painting depicting a dramatic naval action from World War II – and we are extending our deadline for bids, called for in our April issue, to June 15.

The painting of HMS Petard sinking Japanese submarine I-27 in 1944 was commissioned for a commemorative postal cover by Cambridge Stamp Centre in conjunction with HMS Petard Association. The work by Michael Roffe has a reserve price of £650, with any amount that it makes over £500 going towards the appeal fund for a permanent memorial to three men serving in HMS Petard when they retrieved vital



Enigma codes from a U-boat. Two of the men, AB Colin Grazier, of Tamworth, and Lt Tony Fasson died in the operation, while the third – Naafi can-teen assistant Tommy Brown – died later in the war. All bids for

the original should be made in writing to Keith Astell, Sales Manager, The Cambridge Stamp Centre Ltd, 9 Sussex Street, Cambridge, CB1 1PA. The highest bid lodged by June 15 will obtain the painting.

In Brief

CLOSURE came for Barnes, Mortlake and Richmond branch when at the annual general meeting there were too few members to form a committee. Those left have joined Kingston branch.

SHIPMATE Malcolm Day, former chairman and standard bearer of Chard branch has been made a life member.

LIFE membership and a certificate of appreciation was received by Shipmate John Bradbury at the annual general meeting of Southend-on-Sea branch. Shipmate Derek Dawson was elected president and Shipmate John Dodd vice chairman.

WHEN Shipmate Peter Cooke, Norwich chairman, and his wife visited Cape Town they were overwhelmed by the welcome.

ABOUT 90 shipmates attended Ferndown's annual general meeting.

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Blandford Dorset, DT11 7YH, and quote ref NN1

Mitcham branch's trophy for Shipmate of the Year went to Ian Lightfoot, who was also elected branch chairman.

Swindon

Members were complimented on the continuing success of branch and club by their president, Rear Admiral Nicholas Wilkinson, at the annual general meeting.

Founder member and Korean War veteran Shipmate Ian Green was elected chairman. Shipmate Gordon Proberts was awarded life membership and Shipmate Ted Brown, branch secretary for the past 16 years, was elected Shipmate of the Year.

The branch looks forward to celebrating its 25th anniversary in September.

Wigston & District

After a dance attended by 150 members and guests, shipmates took a weekend break in Exmouth, visiting the Commando Training Centre Lympstone during their stay.

They also visited Sidmouth and held a social in their hotel with shipmates from Exmouth. On their way home they lunched at Bourton-on-the-Water and visited the Royal British Legion club there.

Bromley

Branch chairman, Shipmate Denis Ward, reminded members at their annual general meeting how lucky they were to have their own meeting place filled with memorabilia, with a well-run bar, a hard-working committee, and ladies willing to provide 'cats'.

The branch meets at 7.30 on the first Friday of each month at the Sea Cadet HQ, TS Narvik, on Bromley Common. Recruits are welcome, especially post-war sailors and Wrens, and are offered a free tot on their first visit. Details from Shipmate Bob Puttick on 020 8462 4184.

South Bristol

Major changes were made at the annual general meeting, with the president, Shipmate Cdr Peter Maddocks, and the chairman,

Gallipoli service

THE ANNUAL memorial service to commemorate those who died when the Royal Naval Division's Collingwood Battalion landed at Gallipoli in June 1915, will be held at 3pm on June 1.

Shipmates, their families and friends are invited to attend the service by the trustees of the battalion war memorial, its president, and members of Blandford branch of the RNA.

The chaplain of HMS Collingwood, the Rev Graham Roblin, will conduct the service at the memorial at the entrance to Blandford Camp, a mile north of Pimperne village on the A354 Blandford-Salisbury road.

Glasgow

The chairman, Shipmate F. Halliday, and members presented £300 to the Erskine Home for disabled ex-Service people.

Whitstable

On behalf of the branch vice chairman Shipmate Freddie Flint presented £100 to the local branch of the Royal National Lifeboat Institution for picture frames for the RNLI's new boat house.

PICTURE PUZZLE



OUR MYSTERY picture in the March issue was of the Canadian aircraft carrier HMCS Bonaventure arriving at Portsmouth for trials.

She was correctly identified by Mr M. W. Cox of Bristol, who also answered the other part of the question, giving the ship's name as HMS Powerful when she was built for the Royal Navy in 1945-46. Mr Cox's answer was drawn at random and wins £30. This month we increase our prize money to £50 for this ship's name. One

clue: while her name is reminiscent of one of Macbeth's victims, she was in fact named after a famous Royal Navy captain.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our July edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 75

Name

Address

My answer

Association



● Shipmate Neil Hamilton of Ballymena and PRO of No 12 Area, presents the RNA plaque and letter to the Mayor of Ballymena, who later (right) presented it to the CO of the USS Winston S. Churchill in Norfolk, Virginia. Picture (above): Ballymena Times

RNA forges links with USS Churchill

THANKS to the initiative of Ballymena branch, the RNA has forged early links with the first US Navy ship to be named after Britain's greatest war leader.

Among the gifts presented to the USS Winston S. Churchill on her commissioning was an RNA plaque and letter of comradeship.

They were presented to the destroyer's Commanding Officer, Cdr Mike Franken, by the Mayor of Ballymena, Cllr James Currie, who had been

invited to the ship's commissioning on March 10.

The plaque was handed to Cllr Currie before he left by Shipmate Neil Hamilton, PRO of the Association's No 12 Area covering Northern Ireland and Eire.

Cdr Franken established his links with Northern Ireland last year when he visited Larne and the Slemish Mountain.

His ship is due to make its first visit to Britain when it takes part in the International Festival of the Sea at Portsmouth in August.

DEMS plaque to go back to President

SHIPMATE John Oldham, Nottingham RNA Club president, has been chosen to present a plaque commemorating World War II DEMS gunners to the First Sea Lord.

Admiral Sir Nigel Essenhigh will accept it on May 22 during HMS President's ceremonial divisions at the Tower of London. The plaque will be erected in President, the RNR's London training establishment.

It was originally unveiled on board the RNR ship HMS President on the Thames in 1946. During the war the vessel was used to train Navy men who manned the guns in Defensively Equipped Merchant Ships (DEMS).

When President was sold in 1987 (she is now a floating restaurant) the plaque was placed in the care of the RNA's Hanworth branch. Shipmate Oldham, a former DEMS gunner himself, is presenting the plaque as the only member of the original unveiling party who could be located.

National Conference preview

by Shipmate Joan Kelly

Sea graves: 50 branches urge action

New bid to widen full membership

A RENEWED bid is being made to persuade the RNA to accept RFA and Merchant Navy personnel as full members.

At the RNA National Conference in June, Liss branch supported by Portsmouth will propose that the organisation's rules be changed by next year to accept, as full members, MN people who had served alongside the RN in any conflict, as well as serving and former members of the Royal Fleet Auxiliary.

Despite repeated attempts in the past to extend full membership, the RNA National Conference delegates have blocked the moves, seen by many as diluting the character of the organisation.

However, with membership falling due mainly to the lack of young recruits, many other members of the Association see the full acceptance of non-RN mariners as one way of building up the numbers.

Although the RNA currently accepts a wide range of non-RN personnel and veterans as associate members, it does not extend full membership to such people. Currently, associate members cannot vote at branch meetings or be elected to the main committees of a branch.

Meanwhile, Wigston branch supported by Spalding is proposing that associates should be elected to the main committees provided full or life members remain in the majority. And the City of Ely branch, with support from Soham & District, want an amendment which gives associates the right to vote on internal matters at branch meetings.

The last time the Conference was asked to vote for a change in membership rules was in 1997. Enfield branch, supported by Gloucester, proposed a special category of membership for non-RN personnel, the aim being to open up full membership to MN, RFA and Royal National Lifeboat Institution veterans and serving personnel.

Despite arguments that such a move would enrich and extend the life of the RNA, the motion was defeated overwhelmingly.

Chatham is offering to host 2003 event

CHATHAM is bidding to host the RNA's National Conference in 2003, their motion to this year's conference being supported by their neighbours in Maidstone.

Delegates from Wetherby are more interested in marking the bicentenary of the Battle of Trafalgar in 2005 with a change of timing for the conference. They will ask that the conference date be moved in that year, so as to be held as close as possible to the 200th anniversary on October 21.

Venue of the meeting is the concern of Tenbury Wells members who want the National Council to investigate the possibility of holding the conference at a holiday camp each year. Their motion is supported by West Bromwich.

Ipswich, backed by Wells, proposes that delegates receive a comprehensive programme and briefing material for every conference.

STRONG pressure by the Royal Naval Association to protect sea graves against pillage by divers will be called for by delegates to the RNA National Conference at Clacton-on-Sea in June.

A motion which has the backing of more than 50 branches in No 4 (South-West) Area proposes that the Association's National Council take steps to press for the full implementation of the Military Remains Act 1986 so that all Naval sea graves be designated as controlled sites within the meaning of the Act.

Proposed by Newton Abbot branch and seconded by Wells, the motion urges that an exclusion area of at least 100 metres be established around the sites for 100 years from the time of the loss of the vessels or aircraft.

While there is very strong grass-

roots support for an uncompromising stance by the RNA, the leadership - as reported in our March edition - is concerned about how measures can be enforced.

It is expected that the issue will lead to lively debate at the conference to be held on June 22-23.

Meanwhile the RNA has given notice that it is an 'interested party' in respect of the consultative document launched in February by the Ministry of Defence to invite views on what practical steps could be taken to protect the graves.

HMS Prince of Wales and HMS Repulse Survivors Association is also expected to debate the issue at their annual reunion at Scarborough on May 19-21.

■ A diver's view - page 6

'Test case' call over pensions

A CALL for the RNA to support and fund a test case to gain preserved pension rights for all Naval personnel who served in 1949-75 will be made at the National Conference.

Blackpool & Fylde branch, supported by Fleetwood are urging the

campaign on behalf of those who served less than 22 years.

Preserved pensions were introduced, under certain circumstances, for Forces personnel who had fewer than 22 years service on April 1, 1975. But the measure was not backdated.

Naval Quirks



THE ROYAL NAVY OF WWII ON VIDEO

NEW...PART 11...E.INDIES/BRITISH PACIFIC FLEETS... (2nd PHASE)... Trinco, Sydney, Manus, Sakishima etc. Making maximum use of all surviving RN archive film, including colour, this 2nd Phase video continues the epic story of both these fleets. All other episodes still available. Part 9 Op.Neptune (D-Day period) Part 8 Op.Torch. Part 7 Hazards of Russian Convoys. Part 6 Perilous Waters (action in the Atlantic). Part 5 Tragedy & Triumph (Bat. of N.Cape) down to and incl. Part 1 Battleships at War. Each is 60 mins. Price UK £21.90 post paid. Elsewhere add £3.05. For multiple orders large discount available. Full details of this & all programmes send SAE.

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The Society is dedicated to providing high standards of service, and has recently embarked on an extensive modernisation programme which includes the construction at Banstead of a brand new nursing and residential home for 56 residents, plus 22 newly built or refurbished sheltered housing units.

The cost of this development will be close to £3 million and it will strain our resources. Please help us with a gift if you possibly can, or, for the longer term, remember us with a legacy.

Further information about the Society is available from the General Secretary who will be glad to advise about tax-efficient ways of giving, or to provide details about the accommodation available.

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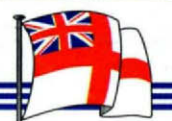
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Drafty: Fleet Air Arm, Regulating and PT



Harrier squadrons spread their wings

THE MOVE of Naval Headquarters under 'Fleet First' and the relocation of the Sea Harrier Squadrons will have considerable impact on the Fleet Air Arm in the near future.

For FAA personnel, the most significant impact will be in the move of the Sea Harrier community to East Anglia (Cottesmore/Wittering) and it will certainly bring about a greater emphasis on aircraft type in drafting matters.

Naturally, it will not just be the Squadrons that will be relocating, they will take with them the necessary operational and engineering support currently located at Yeovilton.

Scheme of Complement changes are being created showing exactly which jobs will be moving from Yeovilton and to refine exactly when those moves will occur. The latest news is that both support staff and the Squadrons will move in two phases, one in the spring and one in the summer of 2003.

One vital aspect of this work is to ensure enough second-line bil-

Warrant Officers.....Cdr Nigel Cowley 2125
Aircraftman, A/C Handlers, A/C Controllers, METOCs, Photographers, SEs, Regulators, PTs... Lt Cdr John Beavis 2049
All FAA Technical Ratings Small Ships Flights... Lt Cdr 'JJ' Hoyle
Small Ships Flights, METOCs, Office Manager.....CPOAEA(M) 'Jess' Jessop 2144.

ACs, Senior AHs, Senior SEs.....POWWTR Julie Rutherford 2134
Regulators, PTs, Photographers.....POWTR Neil Ingram 2969
Junior AHs, Junior SEsAEM1 Jason Boyle 2274
FAA Technical S/Rs (L&R Trades)...POWWTR Doreen Towers 2065
FAA Technical S/Rs (M Trades).....POWWTR Claire Harris 2124
FAA Technical Leading Rates.....LWTR Sarah Marchant 2358
FAA Technical Able Rates.....LWTR Daz Dinsdale 2123
Office Administration.....Mrs Jane Campbell 2274

We have had a recent change at the top as Cdr Nigel Cowley took over as D3 Drafting Commander at Christmas. He is the first aircrew officer to hold the post for some time and brings almost 30 years of FAA experience to the business of drafting, having seen service in small ship's flights, shore based squadrons and CVs, as well as Air Station and Headquarters staffs.

lets are created to go with those in the front-line. As ever, the key to success will be good communication and the Drafting Desks will be doing their utmost to make the move go as smoothly as possible.

Volunteers with or without Harrier experience are encouraged to update their DPf or submit a C240 to ensure we are aware of their aspirations.

■ On a more general note, the developing work surrounding the move of Fleet Headquarters towards the waterfront under the 'Fleet First' initiative will inevitably require relocation of some FAA and Reg billets.

These mostly impact at Warrant Officer or Senior Rate, but there will also be some changes for other rates. The dates of the moves will

vary from job to job but the process will start in April 2002.

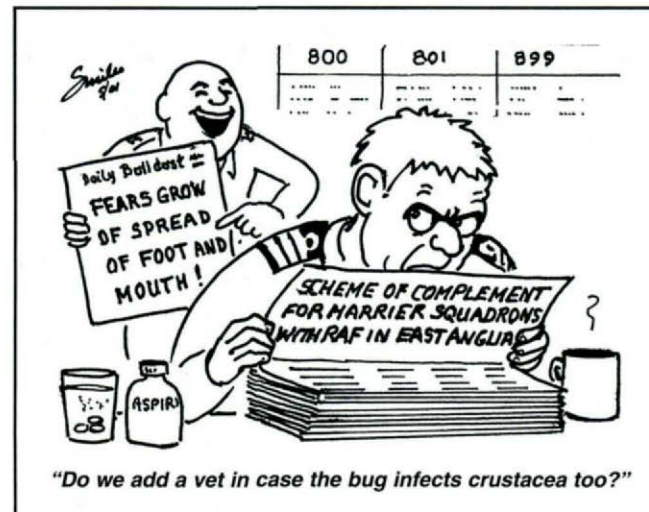
■ Drafting of Lynx Flights is getting back on track following the rotor-head cracking problem.

The majority of personnel, whose initial flight drafts were cancelled, have now been nominated to new flights. Those of you who, although not yet nominated, were anticipating a flight can now expect WARNING OUT/PJT draft orders in the very near future.

The majority of the Lynx community affected by the 'recovery plan' have had drafting action delayed by nine to twelve months.

Most people in the training pipeline at the outset of Lynx flight restructuring continued with their SAMCOs/PFE etc, eventually finding themselves drafted into the suspended flight billets for a short period until permanent drafts became available.

The suspended flight PQs have been re-designated SHOR and the desks are now drafting personnel who have completed their flight time into these billets. Lynx flight M3/LR2s can expect an eighteen-month draft. However, in some circumstances an extension may be necessary for operational reasons or in some cases to allow AEMs the chance of completing deployments.



"Do we add a vet in case the bug infects crustacea too?"

Please note though, in order not to disadvantage personnel who are waiting for their flight drafts, requests for individual extensions cannot always be satisfied.

As this issue of Navy News arrives in your Unit, a Drafting and Career Management Liaison Office (DCMLO) is due to open at both Culdrose and Yeovilton.

A FAA Warrant Officer and a General Service CPO will man them. DCMLOs have already been established in Devonport, Portsmouth and Faslane and have proved to be extremely popular.

Working closely with the MACCOs, and led by highly experienced Warrant Officers, they are Drafty's 'shop windows' and offer a balance between the needs of the Service and the individual, and complement the Divisional System and Drafting Desks here at Centurion.

They have direct access to the Naval Manpower Management Information System (NMMIS) and will be able to offer unbiased draft-

Situations vacant

CPOAEA(R) Two shore billets at Portsmouth, ES AIR MASU, Deputy Project Leader (Merlin) required March 2002 for 24 months.

CPOAEA(M) for the CHFHQ. A sea billet based at Yeovilton, SMR, required from January 2002 for 27 months.

POAEM(M) or (R) for HMS Raleigh. A shore billet at Torpoint. Apprentice Divisional Instructor. Required from October for 24 months.

ing guidance and career management advice to ratings of every branch.

Personal focus, local knowledge and the detailed information available to DCMLOs ensure that one-to-one interviews give the very best advice to you.

June 9th & 10th

10 am to 5 pm

HMS Sultan

SUMMER Show

- 'The Kangaroo Kid' Quad Bike Stunt Display
- Mounted Games Association of GB
- VCC Field Gun Competition
- RN Raiders Parachute Display Team
- Honda Goldwings ● Falconry Display
- SULTAN Fete ● Fun Fair ● Sideshows
- Steam Fair ● Car Show ● Free Parking
- Bar Facilities sponsored by GREENE KING with live entertainment
- The Gang Plank Club, featuring Pirates Cove

Admission :	on the day	In advance
Adults	£3.50	£3.00
Children (under 14) / DAPs	£1.50	£1.00
Family Ticket (2 Adults & 2 Children)	£9.00	£7.50
(Additional Children £1.00)		

Advance Tickets on sale at The News shops for information tel: 023 9254 2277

● Foot and Mouth epidemic : ALL dogs except Guide dogs are banned from the showground.



Service children on stage at famous Italian theatre

TWENTY children of personnel serving with British Forces in Naples have had the unforgettable experience of appearing on stage in one of the most famous theatres in Italy.

The Theatre of San Carlo was staging Benjamin Britten's production of Shakespeare's 'A Midsummer Night's Dream' and as the chorus was to be sung in English the Service Children's School at Lago Patria was approached for help.

After an exciting round of auditions, twenty youngsters were chosen to perform alongside the Italian children from several Neapolitan schools and they began daily rehearsals which went on for almost three weeks.

The production ran for five nights and the children, who were dressed as elves and fairies, helped to make sure that the performances were a great success.

In a letter to Francesco Canessa, the Superintendent of the Fondazione Teatro di San Carlo, the Senior British Officer in Naples, rear

Admiral John Lippiett, said: "The production of 'A Midsummer Night's Dream' has provided a unique opportunity to affirm the friendship between families of the British Military Community living in Naples and the Teatro di San Carlo.

"In view of the strong links established following the Second World War when the superintendent of the theatre was a serving British officer, it is especially appropriate to recognise this relationship today and look forward to co-operation in the future.

"By permitting 20 children from the British Forces School to take part in the chorus, the theatre has allowed them to cover elements of their school curriculum such as drama, music and dance in a way that is not normally possible.

"Working alongside the professional artists on stage was an unforgettable experience, allowing them to benefit enormously from their residence in Italy. At the same time, the children have greatly enriched the theatre's production with their chorus of English voices and enhanced the overall staging of English opera in Naples."



● CHORUS: Children from the British Service Children's School at Lago Patria on stage at the San Carlo theatre. The little elves and fairies sang in the chorus of 'A Midsummer Night's Dream.'

Type 45 project forges ahead

SHIPYARDS in England and Scotland must start cutting steel for the first of a dozen new Royal Navy destroyers in just two years time.

And the Type 45 destroyer project team has forged ahead with the award of multi-million pound contracts for major systems at the heart of the new warship which will provide the Navy's anti-air warfare capability well into the 21st Century.

The Combat Management System in the first three Type 45 destroyers is to be supplied by a joint team from BAE Combat and Radar Systems (CaRS) and Alenia Marconi Systems (AMS) in a deal worth £50 million.

Between them, the two companies already supply the combat management systems for the Royal Navy's Type 42 destroyer and Type 23 frigate and to ships in service in more than 20 other nations around the world including Korea and Malaysia.

The same team has been chosen to supply the Data Transfer System which will use a triple redundant Fast Ethernet network to relay the vast array of information gathered by sensors to weapons and command systems around the ship.

Thales Communications and BAE Systems Avionics have won a £38 million three-ship contract to supply the fully integrated communication system (FICS) which includes the provision of satellite TV and e-mail access for every member of the ship's company.

Northrop Grumman Rolls-Royce has landed an £84-million order for 12 WR21 engines for the first six Type 45 destroyers.

The advanced cycle marine gas turbine engines will drive generators which, in turn, will power huge electric propulsion motors to be supplied to the first three ships by Alstom Power Conversion Ltd for £40 million.

Raytheon has won a £12 million order for a state-of-the-art navigation system.

And the Type 45 Platform Management System, which will provide machinery control, surveillance, and vital damage control data to every part of the ship, is to

be supplied by Litton Marine Systems, supported by Rockwell Automation.

BAE Systems is the Prime Contractor for the Type 45 and Brian Phillipson is the managing director of the programme.

He said: "The principal systems of a modern warship are the key to its performance.

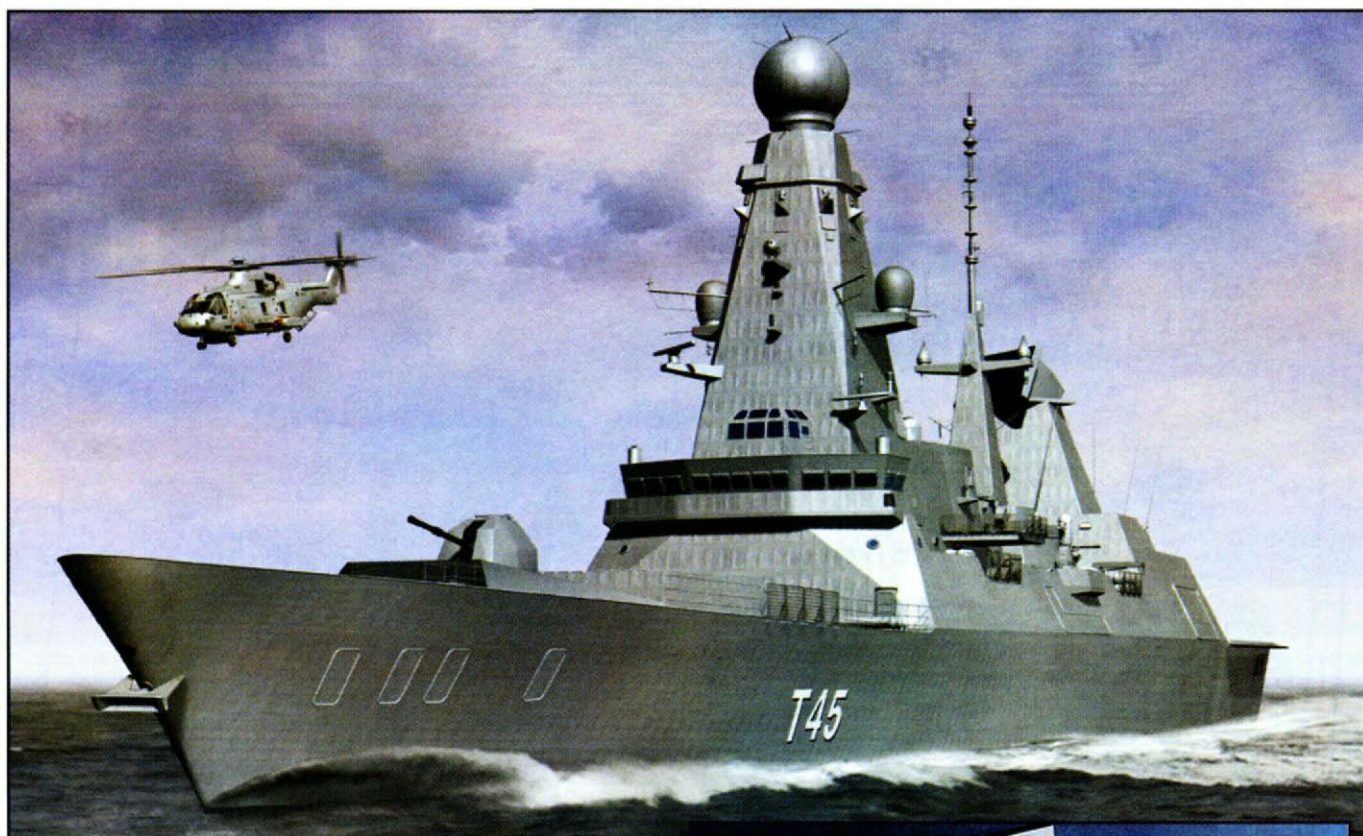
"Selection at an early stage of the programme ensures that performance, delivery and cost criteria can be met. This is crucial given the Type 45's demanding in-service date of 2007 and tight budget constraints.

"I am delighted to welcome these suppliers on to the Type 45 team. All have had to meet the demanding performance requirements which will deliver the cutting-edge capability which the Royal Navy requires.

"In addition, this is the first time selections have been made on the basis of through life costs and the ability to accommodate flexibility and growth for the lifetime of the ship."

The main weapon system on board the Type 45 destroyer, the Principal Anti-Air Missile System (PAAMS) was ordered separately by the Defence Procurement Agency in 1999 when Britain withdrew from the international destroyer project 'Horizon' and opted for a national programme instead.

The PAAMS Command and Control System and the Sampson Multi-function Radar will use a Sylver Vertical Launch System with 48 Aster homing missiles to defend the ship, other vessels and ground forces from air attack.



● **TYPE 45:** The destroyer will have a top speed of 27 knots and a range of 5,000 miles. One of many innovations in the ship will be a radically different layout in the operations room with new consoles (right) which enable operators to tap in to any of the ship's systems, including communications and damage control.

Aster missiles have superb lateral acceleration and with in-flight guidance from the jamming resistant Sampson radar, a turning platform with two faces and directable beams, and the S1850M Long Range Radar from Alenia Marconi Systems, the ship will have a world-beating air defence system.

In the future, the Type 45 destroyer could be required to carry longer, strike-length land attack missiles or a bigger gun than the medium calibre Mark 8 Mod 1 gun which will be installed in the first of class, so the potential to accommodate these upgrades is being built in to the design of the warship.

At 7,200 tonnes, the Type 45 will be the largest destroyer ever operated by the Royal Navy. One of the many advantages of a bigger ship is that better accommodation can be provided for all on board, and junior ratings stand to gain the most with more storage and recreation space than ever before.

HMS Daring, the first ship of the class, will be built in sections by both BAE Systems Marine and Vosper Thornycroft for launch in 2005 and an in-service date of 2007.

Vosper Thornycroft will build the second ship and BAE Systems Marine will construct the third, putting both shipyards in a position to bid for the remaining nine ships, which will be ordered in three batches.

Each new batch will incorporate upgrades in capability as technology matures and funding is made available, and the two shipyards will also compete for contracts to back-fit improvements to earlier Type 45s.

The Prime Contract Office is currently studying a sonar package from TMSL and a range of other contracts covering electronic surveillance measures, the meteorological and oceanographic system, Identification Friend or Foe, generators and an electro-optic gun control system is expected to be issued in the next few months.



● **TYPE 45:** The destroyer will provide the backbone of the Royal Navy's air defence capability well into the 21st Century. The first ship of the class, HMS Daring, is due to enter Service in 2007.

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Fact...

...not Fiction!

At Your Leisure



STAMP COLLECTING is a popular pastime for Navy types, but postcards are also worth investigating.

The golden age of postcards was the Edwardian era, since it only cost a halfpenny to send a card then, while letters cost a whole penny. As many as 860 million were mailed each year, compared with a mere 100 million today.

Most of them featured comic situations of all sorts – and many of them had sailors in the central role, since this period also marked the high point of the Royal Navy's role as the power behind the Empire.

The examples shown here come from the collection of David Watkins, of Bangor, Gwynedd. They are not easy to find these days, he says, but are worth searching for as many can be bought for around £5. Details of dealers and fairs are published in the magazine *Postcard Monthly*, published in Nottingham.

OH WHAT A CARD YOU ARE, JACK!

Stamps mark a century of British submarines



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HOLLAND 1, the Royal Navy's first submarine, formed the backdrop for the launch of the Royal Mail's stunning set of stamps marking the centenary of the RN Submarine Service – while HMS Vengeance, latest of the Trident missile boats, staged a photo-shoot for them near her base on the Clyde.

Flag Officer Submarines Rear Admiral Rob Stevens was joined by Thomas Gould, one of the Service's 14 VCs, and Hugh Smith, at 96 believed to be the RN's oldest submariner, for the launch party at the RN Submarine Museum, Gosport.

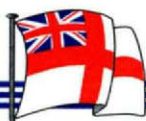
Here the Holland boat, which sank on her way to the breaker's yard off the Eddystone Light in 1913 and was salvaged by the Royal Navy in 1982, was displayed on completion of a radical conservation project.

For the past three-and-a-half years she has been immersed in alkaline solution to remove the chlorides found to be steadily corroding the hull.

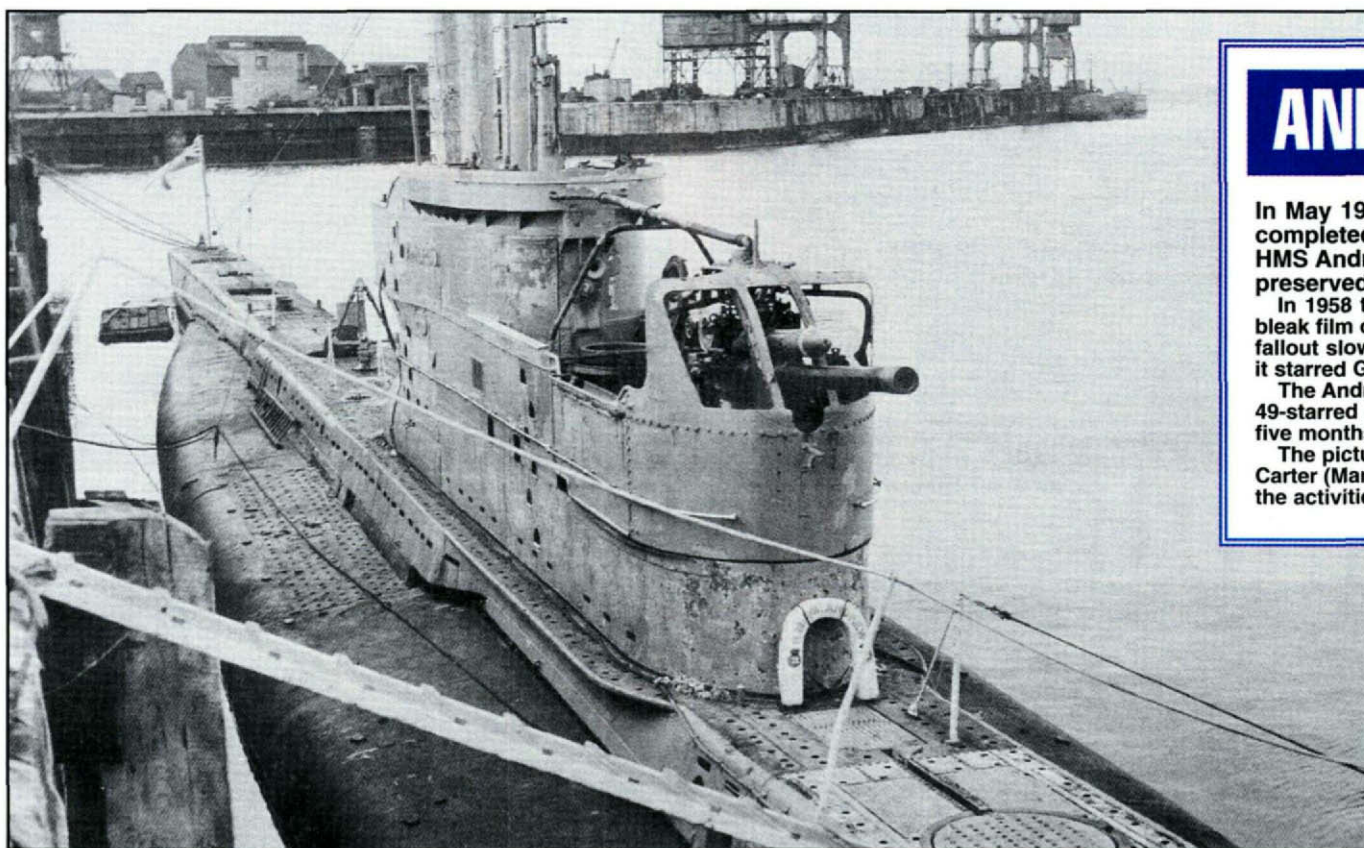
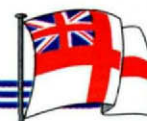
Last year, with the help of cash from the National Heritage Lottery Fund and BAE Systems, the Museum began work on a purpose built gallery and interpretation area, to be opened by Countess Mountbatten on May 24.

● Cdr Steve Upright and ship's company of HMS Vengeance show off the new stamps at Clyde Naval Base.





At Your Leisure



ANDREW'S EPIC VOYAGES

In May 1953 the submarine HMS Andrew arrived at Portland having completed a 2,500 mile voyage from Bermuda totally submerged. HMS Andrew was the last British submarine to carry a deck gun, now preserved in the RN Submarine Museum at Gosport.

In 1958 the Andrew had a leading role in *On the Beach*, Stanley Kramer's bleak film of the world ending not with a bang but with a whimper as nuclear fallout slowly edges south to Australia. Taken from the novel by Nevil Shute, it starred Gregory Peck as the CO of USS Sawfish.

The Andrew also had the distinction of being the first vessel to fly the new 49-starred US flag – the State of Alaska did not come into being for another five months, so this was at least one authentic piece of prophecy.

The picture is taken from The Royal Navy at Portland 1900-2000 by Geoffrey Carter (Maritime Books £14.95), the first in a series of photo albums featuring the activities of the Royal Navy at its bases at home and abroad.

Submarine soufflé rises again

RELEASED in paperback to mark the RN Submarine Service's centenary, John Winton's *The Submariners* (Constable £12.99) carries the recipe for one of their favourite delicacies – Cheese Oosh.

Distantly related to a cheese soufflé, traditionally it should be flat, heavy and more like Yorkshire pudding. For a family-sized slab you need:

- 1 pint of milk
- 8oz grated Cheddar cheese
- 4 eggs (powdered or frozen are acceptable)
- 1/2 teaspoon mustard
- Seasoning
- 1 tomato (sliced)

Beat the eggs until light and frothy. Add the milk. Add cheese, mustard and seasoning. Stir. Pour into a buttered baking dish and cook in a moderate oven until golden brown and set. Garnish with sliced tomato and serve.

Double take on the famous 'Old Lady'

HMS WARSPITE was arguably the most famous British battleship of the 20th century.

Winning more battle honours than any other comparable ship, she was in the thick of the action in both world wars. She played a pivotal role in the Battle of Jutland and later fought at Narvik against the Germans, against the Italians at Cape Matapan and against the Japanese in the Indian Ocean.

Badly damaged by one of the first guided missiles – the German FX1400 radio-controlled bomb – she survived to carry out bombardment duties off Normandy and Walcheren.

Evidence of the continued fascination she exerts comes with the publication of two new books about her – both told through the eyes of the men who sailed in her.

Warspite (Leo Cooper £19.95), by Iain Ballantyne in the *Warships of the Royal Navy* series, is particularly strong on pictures, many previously unpublished, and has an interesting account of the career of her successor, the nuclear-powered submarine launched in 1965.

Like the battleship of 1913, the Cold War submarine contained many innovations, including being the first British Naval vessel to rely entirely on gyroscopes rather than a magnetic compass.

In 1983 she completed a record-breaking patrol of 112 days, 88 of them submerged. Her CO, Cdr Jonathan Cooke, has now revealed: "All we had left in our deep freeze was a trio of lonely herrings and a couple of lemons..."

In **Battleship Sailors** (Chatham £19.95) Harry Plevy recalls the battleship's captain's impressions as the 3,000lb guided bomb struck her astern of the hangar: "I was not thrown off my feet but for a fraction of a second had a kind of black-out like when you take a hard toss at football or off a horse. But I could see and think perfectly clearly all the time. Black smoke and dirt from the funnel and a hell of a noise. Thought the whole mast was coming down as it rocked, bent and whipped. For a moment I thought we were probably sunk and was quite prepared for the ship to break in two. No one lost their heads or shouted or anything on the bridge. They were all first class and the anti-aircraft guns which had opened fire kept firing. That was good."

Like her people, "The Old Lady" just never knew when to give up. On her way to the breaker's yard in 1947, she broke free of her tugs and ran aground in Prussia Cove, Cornwall. It would be several years before her remains were to disappear from her last resting place.

ScreenScene – by Bob Baker

Vassili the sniper – manufactured hero?

AT LAST, a European response to the recent crop of Hollywood movies about how the USA won World War II. **Enemy at the Gates** is set during the Battle of Stalingrad; it was shot in Germany by a French director using a mostly British cast. The only American prominently involved is the actor Ed Harris, and he plays an officer in the Wehrmacht.

The film opens full-tilt, plunging its characters (and the audience) straight into the heart of battle, as a new batch of replacements crosses the Volga under bombardment from planes and artillery.

Those who make the far side are immediately hurled into a suicidal assault, with one rifle between two men. Surviving this opening slaughter, Vassili (Jude Law) distinguishes himself as a sharpshooter, and is built up into such a hero and source of inspiration that the Germans bring in their own top sniper expressly to kill him.

The extended duel between the two men is the film's backbone, with a first encounter in a wrecked department store, a series of cat-and-mouse skirmishes in a bombed-out factory, where shards of glass from

the collapsed roof cast dangerous reflections, and a final showdown in the shell of a vast railway station.

These sets, incidentally, look like they cost a fortune to build, and probably did. Elsewhere, though, some of the spectacular battlefield vistas have about them that slightly unreal perspective, that tell-tale flatness indicating that computer-generated technology has been called upon.

Amid all the explosions, blood-letting and general carnage, the picture does find room for a bit of a love story, involving Vassili and one of the girl-soldiers in his unit. Alas, their romance is so dreary and intrusive as to invite the response of any 14-year-old schoolboy: "Soppy love stuff! Bleah! Back to the fighting!"

There is also a cameo role for Bob Hoskins – as Kruschev!

The film ends with a note about the real-life Vassili, mentioning that his rifle can be seen today in the Stalingrad Museum. According to military historians, however, latest research indicates no first-hand evidence that Vassili really existed, and the probability is that the character was a fiction, created by Stalin's propaganda division. Perhaps so. But who could bear to contemplate the butchery, the endless suffering of a Stalingrad without a hero like Vassili for consolation?

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Reunions

May

HMS Narvik 1955-59 reunion, May 4. Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.
South Atlantic Medal Association 1982 (SAMA82) reunion/AGM, Oblenski Suite, Twickenham Stadium, before the RN v Army match, May 5. Details: Denzil Connick, 01495 227577, e-mail: densama@aol.com, website: <http://www.sama82.org.uk>
HMS Attacker 879, 886 Squadrons FAA and ships company, also Carrier Borne Air Liaison Sections serving Squadrons 1942-45: reunion May 10. Details: Ray Phillips, 243, Kempshott Lane, Basingstoke RG22 5ND, tel: 01256 321678. SAE please.
HMS Santes Association reunion and AGM, Stretton Hotel, Blackpool, on May 11-12. Details from John Harris, Hamoaze, 10a, Beeleigh Link, Chelmer Village, Chelmsford CM2 6PH, tel: 01245 252569, e-mail: hamaoze2@netscapeonline.co.uk
Annual Stores Branch WOs Symposium and Dinner at HMS Raleigh on May 17. All serving and retired WOsAs invited - retired WOs particularly welcome. Contact WO S. Houghton on 01752 811514.
HMS Prince of Wales and HMS Repulse Survivors Association reunion at Scarborough, May 18 to 21. Details from Shirley Ward on 01626 773935 or e-mail: seaway@freenet.co.uk

June

Hawke 45 Association HMS Fisgard January 1945 Entry reunion in Bournemouth, June 1-4. Details from Geoff Looker, tel: 023 9238 3585, or e-mail: geoff@looker.demon.co.uk
RN Regulating Branch (93) Association invite all serving and ex-Regulators and guests to a night out with Shep Woolley, Gls Assn mess, HMS Excellent, June 2. Details: Tony Hadley, 023 9273 8902, e-mail: TON34AVF@aol.com
TS Indefatigable reunion at the old school, June 2. Contact Spencer Bell, 01923 236705, or Steve Humphries, 01628 850930.
HMS Mauritius reunion on June 8-9 at Gateway Hotel, Nuthall Road, Nottingham, tel: 0115 9794 949; contact the hotel for details, or John Hunter on 020 7790 9158.
HMS Constance reunion on June 9 at RMA Club, Leamington Spa. Details from Ken Upsdale on 01795 665248.
HMS Glory Association reunion at HMS Collingwood, June 22-24. Details from B. Skam, 15, Tenterfields, Great Dunmow, Essex CM6 1MH, tel: 01371 873106.
EW (Golly) Branch reunion, Senior Rates Mess, HMS Dryad, July 23 - BBQ and disco, for current and retired EW senior rates. Details: WO Gilly Gilchrist, EW Chief Instructor, Lewin Bdg, HMS Dryad, Southwick, Fareham PO17 6EJ, tel: 023 9228 4526, 93835 4526, e-mail: mrew@cwcm.net
Russian Convoy Club (West Riding Branch) reunion, June 27, Eastborough WMC, Batty St, Dewsbury. Details: Cyril Gaunt, 5, Moorland Close, Gildersome, Leeds LS27 7DH, tel: 0113 253 0596.
SCU Leydene WOs & SRs mess Summer Ball 2001: June 30, the final SRs Ball at Leydene. Open to all personnel who have ever been a member of WO & SR Mess, Leydene. Tickets are limited, closing date May 31. Contact CCCT(A) 'Clint' Eastwood, WO & SR Mess, Ashmore Block, SCU Leydene, Petersfield GU32 1HE, tel: 01730 823616 (cabin) or Leydene 4222.

July

HMS Londonderry 1981-84 Stokehold Association reunion, July 7 in Hambledon.

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RN SUPPLY OFFICERS' COCKTAIL PARTY AND BUFFET SUPPER 2001

A Cocktail and Buffet Supper Party for serving and retired Supply Officers and partners will be held in the Wardroom, HMS NELSON on Friday 6 July 2001, commencing at 1830.
 Cost: £20 per person.
 Closing date for applications: 18 June 2001.
 Contact: Lt Grant Lewins, TAXO, Demeter Block, HMS RALEIGH, Torpoint, Cornwall, PL11 2PD. Tel: 01752 811532

Details from Peter Hill, 023 9263 2687, or Peter Ritchie, 01647 24271, e-mail: peter.ritchie4@btinternet.com

HMS Wensleydale 1942-45 Association reunion, St Margaret's Church, Hawes, Wensleydale, July 8. Comrades of Hunts of 15th D/F welcome. Henry Lehmann, 13, Park Rd, Denmead, Waterlooville PO7 6NE, tel: 023 9225 5495.

MASU Reunion past and present members of the Mobile Aircraft Support Unit (formerly known as MARTSU & NATIU) on July 19. Contact Ed Scott, MASU, DARA Fleetlands, Fareham Rd, Gosport PO13 0AA, tel: 023 9254 4520, fax 023 9254 4521, e-mail: masureunion@hotmail.com
Seaman Specialist Comrades Association summer function on July 21. Details from SSCA Secretary, 21, Merrivale Rd, Hilsa, Portsmouth PO2 0TJ.

August

HMS Vidal, Survey Ship, all commissions: reunion on August 4 at the RMA Club, Victoria Rd, Tamworth, Staffs. Contact Dave Parker, 11a Tellerscot Rd, Balham, London SW12 0HW, tel/fax: 020 8673 5392.
HMS Whimbrel U29 Association with all ships of the British Pacific & East Indies Fleet reunion Aug 31 to Sept 3, Sirah Warren Holiday Village, Hayling Island. Contact I.O.W. Tours on 01983 405116.

September

British Pacific & East Indies Fleets: First weekend September, the forgotten fleets, Sirah Warren. John Darling, 6, Horsley Close, Epsom KT19 8HB, tel/fax: 01372 812023.
Boom Defence Ratings: The next 'Boomers' convention is on September 21-23 at Scarborough. Contact Alf on 01302 818898 or Lance on 01723 369798.
HMS Morecambe Bay Association reunion at Burlington Hotel, Eastbourne from September 28 to October 1. Contact Geoffrey Harrison, 18, Tamella Way, Botley SO30 2NY, tel: 01489 787111.
Fast Minelayers Association reunion Sept 28-30 at the Adelphi Hotel, Liverpool. Details: John Lavis, 01323 500882.

October

Fleet Air Arm Field Gun Association reunion, Royal Court Hotel, Coventry, Oct 5-6. Details: Jimmy Andrews, 14, Scott Close, Stubbington, Fareham PO14 2HD, tel/fax: 01329 664007 or e-mail: faafgun@aol.com; website: <http://members.aol.com/faafgun>
OE Mechanician Apprentices, Class 59 reunion at the Royal Fleet Club, Devonport, October 5-7. Details from John (Bill) Bailey, 7, Pledwick Crescent, Sandal, Wakefield WF2 6DF, tel: 01924 250600.
HMS Antrim Association reunion in York from October 5-7. Contact Terry Bullingham on 0121 429 2428.
LGC No 47 and WRNS OTC 276: Vice Admiral J. Band and Lt Cdr Pennie Burne (nee Stinchcombe) are organising a dinner for members and partners at BRNC Dartmouth on October 6 or 13. Details from Pennie on 01752 255492 or e-mail: Lt Cdr Burne at vidid@navynet.gtnet.gov.uk
London & Medway RN PTIs annual luncheon in the King Charles Hotel, Gillingham, Kent, on October 7. Details from Orlando Jemmett on 01227 263691.
HMS Bruce Register annual reunion at Scarborough from October 9 to 11. Details from the Secretary on 0121 532 4058.
HMS Duchess Association reunion at King Charles Hotel, Gillingham, Kent, Oct 12 to 14. Details: Gordon Phipps, 3, Holt Weir Close, Oxford OX2 8NW, tel: 01865 559935.
RN Regulating Branch (93) Association reunion Oct 12-13 at HMS Excellent. Details: Butch Crowley, 023 9263 9729, or e-mail: Butch101@btinternet.com
HMS Sheffield Association reunion is from October 12-14 at Babbacombe. Details from Gordon Buttress at 64, Green Lane, Colshill B46 3LU, tel: 01675 463614.
HMS St Vincent Association, AGM at St Vincent College, Gosport at 1200, and reunion at Thorngate Halls, Gosport, at 1845 on October 13. See <http://www.hmsstvincen-tassoc.org> or details from Malcolm Smith on 023 9258 4498 or M Smith, 109, Figgard Rd, Gosport PO12 4HG.
HMS Saumarez reunion at the Home Club, Portsmouth, on October 13. Shipmates from the 26th Destroyer Flotilla welcome. Contact M.J. Salter on 01249 712525.
Royal Marine Band Service reunion for all serving and past members at the 'Whale Club', HMS Excellent, Whale Island on October 13. Details from Barry Radford, 1, Queensway, Wellingborough NN8 3RA, tel: 07976 800827. Please include SAE.
HMS St Brides Bay reunion, Oct 19-21, Harrogate Spa Hotel. Details: Alan Mathieson, 39, Glebe Rd, Kilmarnock KA1 3DJ, tel: 01563 572282.
HMS Diomed Communicators 1971-76 reunion in Eastbourne, October 26-28. Contact Brian Wilkinson on 0117 960 2397.
848 NAS 1952-56, The Malaya Formation reunion, Oct 27, Bromsgrove, Les Smith, Oakdale, Church Lane, Ashford Carboneil, Ludlow SY8 4BX, tel: 01584 831397.

At Your Service

Calling Old Shipmates

Henry Ashby: Would Henry, formerly of HMS Splendid and Revenge, contact 01752 691706 ASAP re surprise birthday party in May for a former shipmate.

HMS Danae: Len Blakemore seeks a photo of HMS Danae's ships company taken in Halifax, Nova Scotia, about April, 1976. Len didn't get a copy Contact him at 15, Priory Rd, Bolton-on-Dearne, Rotherham S63 8AE.

David Hamilton served on the Irish Pine/Oak in the 1960s. Evans Onions would like to get in touch. Contact Diz on 020 8681 3493 or e-mail: Dizonions@aol.com

HMS Triumph: Victor Lockwood seeks old Korean War pal U/Stoker John Dent; they served in Triumph in 1950. Contact Victor at 19, Duntun View, Duntun Park, Brentwood CM13 3SX, tel: 01268 490599.

HMS Milne: B. Bacon's father served from 1942-45 and is in contact with many of the crew. If any crew would like to attend their reunion, contact B Bacon, 6 Stratton Drive, Barking IG11 9JJ.

FAA Yeovilton: John W. Wood seeks old friend Ian Reed (Reed), formerly of Southport (1950s). In the 60s he was in the Fleet Air Arm at Yeovilton. John moved to Canada in '57. E-mail jwoods@telus.net, or write to 4301, Macaulay Rd, Black Creek, BC, Canada V9J 1E1.

Paul Jones: Tony Atkinson, who served in the Andrew 1966-1990, retiring as a CPO(OPS)(R), now living and working in Florida, seeks Paul Jones (PAJ), ex-PO(R). Anyone else who recalls Tony from St Vincent (66), Dryad, Glamorgan (67-68), Hardy (69-70), Blake, Apollo, Rooke, 826 NAS (HC) or anywhere else, contact him at 13614, Crystal River Drive, Orlando, FL 32828 USA, e-mail: thebrit66@hotmail.com

HMS Solebay: Malcolm Clarke seeks Tubby May, Nobby Clarke (US), Sid Durbin and anyone else who served aboard. The association wishes to hear from you. Contact 164, Southmead Rd, Bristol BS10 5DR, or e-mail: malcolm@tosd.demon.co.uk

Bob Cheshire: Bob celebrates his 50th birthday in November, and Jean seeks oppo re planned party. He joined Sept '68 at Fiskgard as an Apprentice S64 (class), then HMS Collingwood, Rotherham, RAE Aberporth, HMS Fife, Vernon, Dryad, Sheffield, FES, HMS Newcastle, Andromeda, Illustris, leaving Nov '91. Contact Jean, 07901 967445, e-mail: jean.cheshire@ndirect.co.uk

Cook (S) Slinger Wood seeks shipmates who served HMS Pembroke 1962, Ar Royal 1963-66, Undaunted 1967-68, Portsmouth Field Gun Crew 1969, Danae 1970-72. Contact Tony at 60, Stoneywood Rd, Walsgrave, Coventry CV2 2LL.

Graham (Smudger) Smith and wife Brenda from Midlands: Graham and Joe Dent served in HMS Carysfort and nuclear submarines. Please get in touch with Joe at 16, Menear Rd, St Austell PL25 3DF.

Seeking Edward (Ted) Morrell, of the Writers branch. Worked in SC Office, RNB Portsmouth, 1948-49, and served on Cinc's staff, HMS St Angelo, 1953. Last known address Anlaby Common, Hull. Contact Keith Foyston, 34, The Broadway, Hull HU9 3JJ.

HMS Morecambe Bay 1949-56: Seeking anyone who served in this ship. Contact Geoffrey Harrison, 18 Tamella Rd, Botley SO30 2NY, or tel: 01489 787111.

HMS Whirlwind, West Indies Guardship 1962-63: Raymond Ayre seeks anyone on this commission, including Patrick Dazsiver, Dave Court and Pete Spencer. Contact Raymond on 01472 691993.

Combined Operations Pilotage Party No6 (COPP6): John Francis seeks members, including Lt Cdr Amer, PO (Tubby) Philip, (Pedlar) Palmer, LS (Hunty) Hunt, Morley, Sappers Jock, Taffy and (Nobby) Clarke. Contact John on 01643 706276.

Ieuan Llewellyn Thomas, joined RN 1950, two weeks after closest friend David Stanley Jones, who now seeks him. Ieuan is believed to have served in the Writers branch, commissioned and retired after a full career. Contact David at Garden Cottage, 14, Usk Drive, Gilmern, Abergavenny NP7 0AG.

HMS Glamorgan: Seeking Rick Hay, in Glamorgan, 1986. Contact Joyce Anderson at PO Box 372892, Satellite Base, Florida USA or e-mail: psychemutant101@msn.com

HMS Slinger 1943-45: Will anyone who served in Slinger 1943-45 contact J.L. Michie, 18, The Thicket, Widley, Waterlooville PO7 5JL, tel: 023 9221 4944.

Lars Rissdahl: Frank Simms seeks shipmates aboard at Tobruk 1941-42 who escaped and avoided capture in June 1942 when ship was sunk. Some go to Mersa Matru. 'Blondie' and Leonard Carless, where are you? Contact Frank, PO Box 194, Station C, Goose Bay, Labrador, Canada, A00 1C0.

HMS Ganges 277/8, V/S and W/T classes, 36 Mess, New Covered Way, Feb 1938-March 39: Instructors YEO Fuller and PO Tel Meadows: contact G. Thomas, 01803 863445.

Ken 'Gunner' Parkin, started 1967 at HMS Ganges in Duncan 77, HMS Cleopatra, RNH Haslar, Falklands conflict, RNH Stonehouse, completing service in 1991. All those who knew him and would like to attend

his surprise 50th birthday party on August 25 at the Fleet Club, Devonport, contact Mrs Lobb, 29, Neswick St, Plymouth PL1 5JJ, e-mail: stellabennett831@supanet.com

HMS Delight 1960-62: Seeking 'Broc' Brealey or any member of 17 Mess. Contact ex L/Sea Taff Edwards on 01978 821780.

HMS Fleetwood: Seeking ex-crew for reunion. Contact Keith (Yorkie) Rayner, tel: 01642 281392, e-mail: kayner@ntlworld.com or Frank (Duffy) Allen on 0116 238 6715.

HMS Fire, 3p Mess, 1984-86: Kev Budd, Steve Hughes, Andy Gray, Wayne Brunning, contact Simon Rooke, Warren House, Church Rd, Warton, Tamworth, Staffs, tel: 01827 331110, e-mail: simon.rooke@virgin.net

HMS Llandaff last commission, 1974-76: Contact Slinger Wood, ex-Seaman's Mess, on 020 8581 5693, e-mail: fatcrotter50@aol.com or the old Club Swinger Ken (George) Rutherford on 0191 346641, or e-mail: newbridge.view@virgin.net

S.H. Stephens went into 1st Guards Brigade, Grenadier Guards, during WWII, his two friends went into the Navy. He would like to contact H. George Lovell (XJ163944) and Roy Hogarth (JX552312) or their families. Contact S.H. Stephens, 44, Quick Avenue, Aramoho, Wanganui, New Zealand.

HMS Narvik: Seeking Henry Cammell, Arthur Evans, David Grant, Mr Imrie, Lt Olaf Mihalop, Brian Peters, Charles Small, K.R. Forster, George Harbison, Mr Judd, Lt Oakley, Surg Lt Read, Willy Spong and Alby Hurlock, from St Mary's Cray, Kent. Contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

846 Squadron: Seeking ex-846 Squadron Senior Rates for September reunion. Contact CPO Bryant, 846 Sqn DSMR, RNAS Yeovilton, Ilchester BA22 8HT, tel: 01935 456669, e-mail: stewart.bryant@ineone.com

S60 Entry Artificer Apprentice (HMS Collingwood): Roland Attridge seeks class members with a view to a reunion. Contact Roland at 18, Fernlea Way, Didsbury, Southamton SO45 5SG, tel: 023 8084 9419, e-mail: roland.attridge@ukonline.co.uk

HMS Sea Eagle (Brawdy): Roy (Biff) Burton seeks Smokey Mason-Cole, originally from South Kirby, last seen at Sea Eagle. Contact Roy at 297, Perth Rd, Dundee DD2 1JS, e-mail: roy.burton@blueyonder.co.uk

HMS Chaplet: There is now a website for Chaplet shipmates which includes photographs of Chaplet, Suez Crisis and other places visited by the ship. All ex Chaplets are welcome to join the community, also ex-Scorpion men involved in Exercise Mariner 1953. Write to Denis Broadbent at 41, Culver

Over to You

Aundre Sales Edwards seeks cousin Betty Sales, a Wren possibly known as Ellen Sales, parents Clarence and Agnes, last known address Tollgate House, Longton, Stoke-on-Trent. Betty may have married a Naval doctor after WWII and moved to Newcastle-U-Lyme. Contact Michael Watts, 21, Wellfield Close, Pickmere, Knutsford WA16 0LW, tel: 01565 734772, e-mail: mjwatts@culcheth423.freeserve.co.uk

HMS Gambia POs Mess, 1952-53 (Malta): Anyone who recalls CPO DFW Lane, who died in Malta, please contact Mrs J. Swainson, 28 Runcorn Crescent, Grovehill, Hemel Hempstead HP2 6DG, tel: 01442 235846.

HMS Implacable and HMS Victorious: Josephine Markie seeks a photo of her father, Peter Markie, born October 16, 1925, who served in the Navy for five years. Contact Josephine at 25, Ramsey Place, Cochrane Castle, Johnstone, Renfrewshire PA50EX, tel: 01505 347622.

John Storey: In 1952 he was in Malta, aged 25-30, probably a senior rating, possibly medical branch. Contact 0151 342 5063 in connection with a legacy left in a will.

HMS Achates: David Wood is researching the life of his uncle, AB John Smithwaite, killed in action in Achates on December 31, 1942, during the Battle of the Barents Sea. If anyone has memories of John, photos of the ship and crew or a crew list 1941-42, please contact David at 26, Clifton Terrace, South Shields NE33 4LD, tel: 0191 456 9330.

John Gratwicke: Ernest Broome seeks relatives of stoker John Gratwicke, HMS Invincible, drowned at Bantry on February 3, 1910. Ernest has a photo and wants to learn more. Contact him at 7, Church St, Messingham, Scunthorpe DN17 3SB, tel: 01724 762587.

HMS Snadragon: Jan Charles' uncle Frederick Samuel Horton died in the sinking of the ship in 1942. Her family believed all life was lost, but recently discovered there were 60 survivors. They would like to speak to survivors about the sinking and any memories of Jan's uncle. Contact Mrs Charles at 66, Hungerford Rd, Norton, Stourbridge DY8 3AB, tel: 01384 347876.

Hayling Golf Course: Jack Ridyard would like to establish if any Naval personnel were involved in Exercise Fabius in May 1944, the final exercise before D-Day, involving British and Canadian assault forces in beach landings on Hayling. If anyone has knowledge or pictures, please contact Jack Ridyard, Archivist, Hayling Golf Club, Links Lane, Hayling Island PO11 0BX, tel: 023 9282 6816, or e-mail: hgcld@aol.com

RM Band: Does anyone have an audio recording of the Band playing *Sunset* to the hymn *The Day Thou Gavest Lord is Ended*. The version with *Abide with me* is available, but Sam Spooner hasn't heard the former since leaving the RN in 1948. Contact Sam at 37, Manor Rd, Sudbury CO10 1PB, tel: 01787 376028.

Andrew Reid: John Reid is researching his family history and wants to know more about his uncle, killed in 1942 in HMS Anking. He also served in HMS Imogen, Falcon and Sultan II. Contact John at 2, Ellary Walk, Hartlepool TS25 4AX, tel: 01429 291856, e-mail: john.reid14@ntlworld.com

HMS Pirouette: Judith Beadle seeks a picture of the Pirouette for her father. The ship was built as a trawler at Goole Shipbuilding in 1939-40 and sailed as a minesweeper and on convoy escort duty until 1946. She was sold as a mercantile vessel and renamed Tridente. Contact Judith at 3, Robson Ave, Beverley High Road, Hull HU6 7AN, tel: 01482 342327 ext 2216.

LST 427: Ron Wilson seeks info about LST 427, commissioned Slater Island, NY, May 1943. Could any crew member at that time contact Ron on 01708 225378.

Salvoes from a Stone Frigate, a book of illustrated war verses by Major J.S. Hicks RM, published 1946: Who was this officer? On the flyleaf are seven ladies' signatures: E. Cardew, Eline Williams (CO), L.M. Haywood (Cookie), Nancy Wilson (Cox), S.G. Clarke (Skipper) Anne Hopkins (Pilot) and Violet Lees, Secretary; all appear to be involved with MTB 630. Was MTB 630 a real MTB and

Place, Christchurch 8007, NZ, e-mail denisbroadbent@xttra.co.nz or see website <http://communities.msn.co.nz/HMSChaplet&naventryid=100>

Lima Company 42 Cdo RM 1982 reunion will be held in June 2002. Contact Tony Sackellmore, 01752 504067, or e-mail: arcticrumbler@hotmail.com

COMBERLANT: Ex-WO Dave Kelly seeks anyone serving at COMBERLANT from Nov 1971 - Nov 1973 regarding a reunion to celebrate the NATO base's 30 years. Contact Dave at 14, Justin Close, Fareham PO14 1SY, tel: 01329 511370, e-mail: daveandmaria1@thefreeminternet.co.uk

HM Submarine Courageous: G. Cooke has contacted several mates Courageous of 25 years ago, and plans a reunion for all ex-crew members. Anyone who served in Courageous should contact him at St Marys Cottage, High St, Ripley, Surrey GU23 6AE, e-mail: chascooke@btinternet.com

HMS Arrow 1986-87: Does anyone know the whereabouts of Brum Worley or 'Shags' O'Shaughnessy? Contact Nick 'Skid' Rowe by e-mail sophieverney@eurobell.co.uk

HMS Conqueror: Simon (Slim) Bodmer seeks all who served in Conqueror 1975 in the Med, through Chatham refit, up to end of 1977. Russ Graham is in contact, also Gary Stevens, who seeks his best man, Jimmy Riddell. Also in contact: Steve Elliott, Tony Silk, Andy Knox and Alan Pillefant. Contact Simon at 01795 422768 or 07970 940520, or e-mail: simon_bodmer@base.com

HMS Byron: Tom Manning, Stockheath Camp 1943, Queen Mary - USA. Contact G. Fowle on 01726 75927.

HMS Modeste 1957-59, last commission: Tony Charles seeks his old going ashore oppo Brian Wilkinson and anyone else from that time. Contact Tony Charles on 01903 526707, e-mail: atcharles@cwctv.net

LST and Landing Craft Association (NW Region) meet every two months at the MBS Cross Hotel, 136, Standishgate, Wigan. Contact Peter Wilkie, 10, Belvedere Ave, Atherton, Manchester M46 9LQ.

HMS Hecate: Cefora Adriana de Novalis Silva de Rua Tadeu Roberto No. 206, Alto da Bola, Federao cidade, Salvador, Bahia, CEP 40000 - 230, Brazil, would like to hear from Mark or Mari who visited Salvador with the ship in the 1980s, perhaps when Lt Cdr M K Barritt was commanding officer.

HMS Argonaut: If you served in the cruiser or the frigate you are eligible for the association. Annual reunions at HMS Nelson, Portsmouth, plus newsletters. Contact Eric Jones, 5a, Alexandra Rd, Southampton

are any of the ladies still with us? Contact Lt Cdr R.C. Baller (Retd), High Tree Cottage, Leintwardine, Craven Arms SY7 0LU, tel: 01547 540694.

St George's School, Hong Kong: David Manning and Michael Doherty seek former classmate John Dennis, whose father may have been a senior RN officer at HMS Tamar. If anyone knows where John is or went to the school and wants to get in touch, contact David at 5, Evergreen Court, Leeming 6149, Perth, Western Australia, e-mail: dkmvrmt@inet.net.au

Seeking info about Huw Thomas Green, who served circa 1958-1968. His niece, Carol Burrell, wants to find out more about a snake he found and named in Borneo. Contact Carol Burrell, Capelini, Chapel St, Acrefair, Wrexham LL14 3TB

Albert Parker, Born Sept 4, 1914 in Oldham. Does anyone recall Keith Parker's father, who served 1933 to 1945? Ships include HMS Vivid, Drake, Sutton, Rodney, Westcott, Capetown, Cochrane, Dolphin, Cyclops and submarines Tribune, Rorqual, Talley-Ho. Contact Keith at 51, Cambrone Cr, Westlands, Newcastle, Staffs ST35 3NQ, tel: (day) 01782 333377 (eve) 01782 615945 or e-mail: keith.parker@eidosnet.co.uk

Christine Broome seeks info about her cousin **Peter Prestidge**, originally from Birmingham, now about 50. She believes he was a Sparks. Contact Christine Broome (Rose) on 0121 783 0243, or e-mail: spyder8@lineone.net

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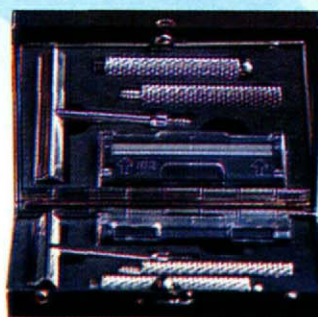


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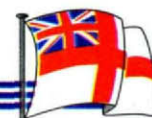


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When a split can affect that pay advance

Pre-1996 divorcees may face new claim

MOST Naval personnel will be aware that from the age of 23, subject to certain criteria, it is possible to obtain a Long Service Advance of Pay (LSAOP) writes Chris Upfield.

The advance acts as a deposit to allow Service people to buy a property with a mortgage. On completion of the purchase, a charge is registered against the property to protect repayment of the LSAOP.

However, the repayment is made by instalments from wages through the remainder of the term of service. Therefore any balance remaining on the date of leaving the service is deducted from any terminal grant – when the charge against the property is finally released.

While this is relatively straightforward for many Naval people, property bought jointly with a partner or spouse can cause difficulties if the marriage or relationship should break down.

Obviously, if the property is sold as a result of the split, the balance is paid from the proceeds of the sale. But if, for example, a Divorce Court orders that the property be transferred to the non-Service spouse as part of the financial arrangements, then the outcome is quite different.

In that case, where there is a court order, the charge against the property is released, but the Serviceman or woman will be asked to repay the LSAOP.

If there are no funds available, the LSAOP will be converted into a Crown debt. This debt can be repayable by the Service person by instalments from his or her wages – and the outstanding balance paid from a terminal grant on leaving the Service.

Since I last wrote about new laws concerning pension division upon divorce (Navy News, November), I have been inundated with enquiries.

One of the most common queries comes from Naval personnel who were divorced in the 1980s or early 1990s and who are now nearing the end of their service. The new law appears to have thrown up the possibility of ex-wives making a claim against the pension or terminal grant, or both.

Let us look at a practical scenario: Imagine you are a CPO who entered the Navy in 1980, married in 1985 and divorced in 1995. You are due to leave the Service next year and will receive a terminal grant of £25,000 and a pension of £8,500 a year.

You will have the opportunity to commute part of your pension to raise an additional lump-sum of £13,000 (these figures are notional). At the time of the divorce you lived in a married quarter and you had no assets. You had two young children at the time and you pay maintenance through the Child Support Agency.

Let us assume that neither you nor your ex-wife have remarried. She is now working full-time, because the children are older, and earns £750 a month. She has told you she will be making a claim for a lump-sum when you leave the Navy. How do you stand?

There is no definite answer. If no court orders were made in relation to finances at the time of the divorce, then she is free to make a claim for a lump-sum and can still apply for maintenance from you for herself. But she cannot ask the court to order the Navy to divert to her money directly from your lump-sum or pension.

At the time of divorce in 1995, pension earmarking and pension sharing legislation was an apple in the Government's eye, but no more. Furthermore, because of Services legislation, it was generally considered outside the court's

by Chris Upfield

power to make any order, in favour of a wife, that would attach a Serviceman's terminal grant payable in the future. Generally, there was no point in a wife making an application for a lump-sum until it was time for the gratuity to be paid.

So at present, what can a court do? It has no power to direct the Navy to pay any proportion of the terminal grant directly to the ex-wife. And the pension element cannot be specifically earmarked. But it can consider an application by an ex-wife on its merits.

The court will look at a number of factors, one of which will be the length of the marriage. Another will be the contribution made by each party during the marriage to the family, and this will include contributions made by a wife in caring for children while the husband was at sea.

In short, if I were to be approached by a husband faced with a claim by an ex-wife in the circumstances I have highlighted, I would suggest that the court would be likely to make some sort of lump-sum award.

I would not expect the wife to recover one-half of the gratuity, since the parties had been married only for ten years out of the husband's total of 22 years' service, during which time entitlement to the pension and gratuity had built up.

The next question is whether a court would take into account that part of the pension that was commutable to produce the additional £13,000. It is possible that a judge would take the husband's right to commute part of the pension into account in determining the amount of any lump-sum paid.

But what if the wife claimed against the pension element?

In essence, because the court cannot earmark the pension specifically, this is a simple question of whether or not the wife is entitled to be maintained. If she was working and you had not obtained a job,

such that your only income was the income from the pension, the answer would be that the court would almost certainly not find it appropriate to order any maintenance to be payable now.

However, the court could well decide that it would be appropriate to leave open the ex-wife's claims for maintenance to a future date. Therefore, it is fair to say that a lump-sum element is far more at risk than the pension income.

● **CHRIS UPFIELD** is head of the Family Department at Coffin Mew & Clover Solicitors in Fareham, Hampshire.

INFORMATION on pensions and pension sharing on divorce can also be obtained by RN and RM personnel from the Armed Forces Personnel and Administration Agency (Centurion), EDS/Naval Pay and Pensions (Accounts) 1, Centurion Building, Grange Road, Gosport, Hants., PO13 9XA.

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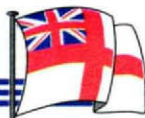
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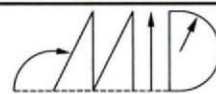


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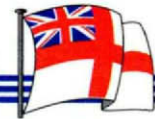
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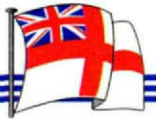
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● New exhibition tells the story of the cradle of naval aviation

EARLY DAYS AT LEE



● Above: A Short Type 184 (N.9104) of 209 Training Depot Squadron on the slipway at Lee towards the end of 1918. Inset: Technicians working on the engine and forward fuselage of the same aircraft, c.1920. Over 650 Short Type 184s were built for the RNAS. The first aircraft in the world to sink an enemy ship at sea by torpedo attack, it was to World War I what the Swordfish became to World War II, earning a reputation for solid reliability.

THE HISTORY of aviation at Lee-on-the-Solent is celebrated in a major free exhibition at Gosport this month.

Organised by Gosport Aviation Society, the show is being staged at No2 Battery, Stokes Bay, and will trace the Lee story from its earliest days in 1917 to the station's closure in 1996.

As well as charting the development of flying along the Solent's northern shores, a comprehensive display of photographs will illustrate the development of the Lee and Hill Head areas, particularly in the pre-World War II years.

First established in July 1917 as an RNAS satellite to the station at Calshot, Lee came under RAF control in April 1918. For the next 21 years the place was in the forefront of sea-flying in its various forms and played host not only to such legendary aviators as Longmore, Bell Davies and Whittle, but also to no fewer than 874 seaplanes and flying boats of every shape and size.

The RAF expansion programme of the early 1930s also heralded the arrival of conventional, land-based aircraft with the opening of the airfield in 1934.

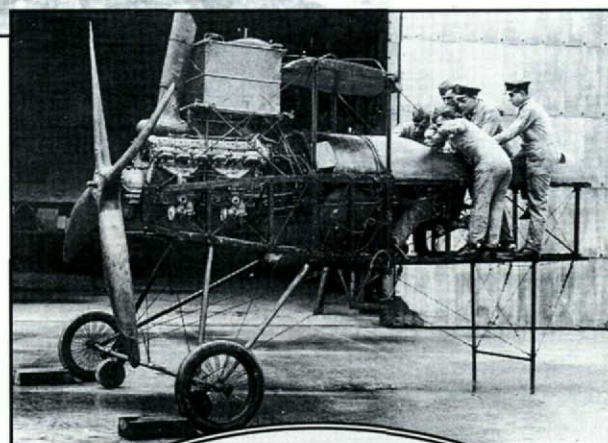
Change of ownership came in May 1939 when the Royal Navy in the form of the Fleet Air Arm regained control of its own flying destiny and the station was commissioned as HMS Daedalus – a name it was to retain until closure, save for a six-year interlude as HMS Ariel between 1959 and 1965.

During its life, the station had to adapt to changing roles, one of the most important being its participation in the D-Day invasion. On June 6, 1944, Lee was among the busiest air stations on the south coast.

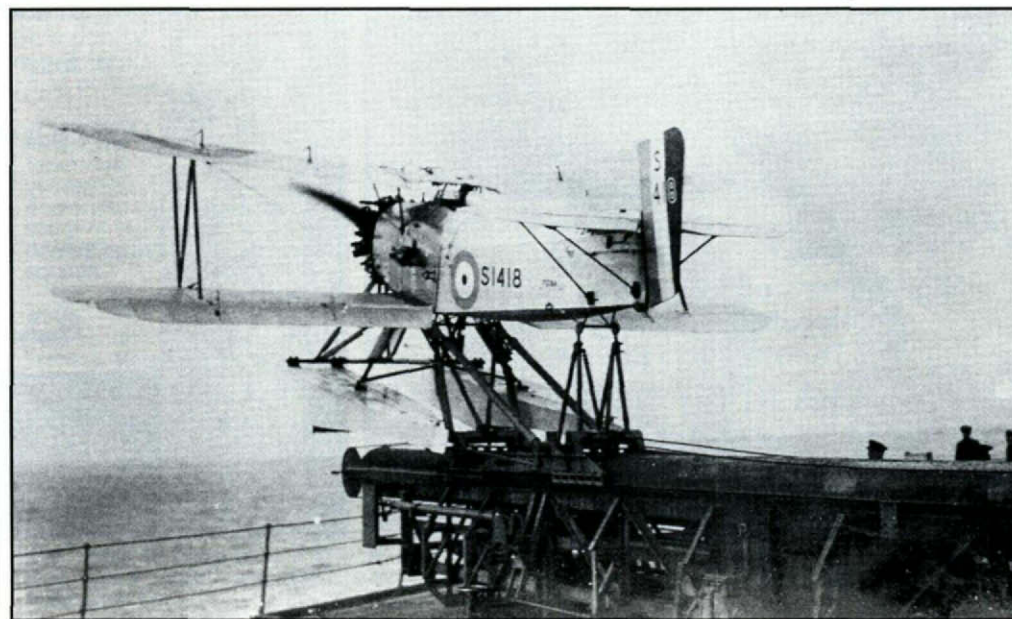
Although operational flying effectively ceased in April 1988 with the departure of the Wessex 5-equipped 772 Squadron, Lee continued to serve as an active base. Although its future remains uncertain, it is still used by the Hampshire Police Air Support Unit and HM Coastguard's Search and Rescue Flight, as well as by private flyers and the Portsmouth Naval Gliding Club.

The recent arrival of a PBY-5A Catalina for restoration to flying condition acts as an encouraging sign for the future when Lee may be restored to full flying glory.

□ Aviation at Lee-on-the-Solent 1917-1996 opens on May 26 from 12 noon to 6p.m. and will continue at weekends until August 26



● Above: Machine-gun training at Lee, c.1921. Below: a Lee-based Fairey Flycatcher launching from the catapult of HMS Ark Royal in the Solent, March 1931. The pilot is probably Flying Officer Frank Whittle, who had patented his design for a jet engine the year before.



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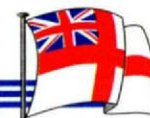
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Curtain call for Acting rates

RETURN of Acting rates and the dropping of the mandatory rule that sailors appear at the Captain's table as Requestmen for advancement are among the changes brought in by a revised promotion procedure for ratings.

Phasing out of the Acting title – referring to a 12-month probationary period in a higher rate – was announced in 1998, and the term 'Local Acting Promotion' introduced.

But that caused difficulties for pay and manpower information systems and, say the Naval Secretary's department, could be confused with the term Local Acting Advancement.

The re-introduced Acting rate title is aimed at personnel selected for promotion who are unable, due to the demands of the Service, to complete necessary courses before April of the training year for which they are selected.

The rules which apply to warrant officers will not be changed.

The selective promotion system which introduced training before promotion marked the phasing out of the old roster system. Under that, promotion or advancement were traditionally approved at Captain's Requestmen, authorisation being issued by Commodore Naval Drafting and sent to the unit.

However, under the new system, individuals already have a Commanding Officer's recommendation for promotion before selection. They are then trained to carry out the duties of the higher rate and the explanation of duties and responsibilities will be conducted at leadership school and not as part of the Requestmen procedure.

The revised procedures are dealt with in full by RN Defence Council Instruction 20/01 issued in February.

Experts to discuss future ships

THE NEXT generation of warships that will form the backbone of the world's navies well into the first half of this century will form the theme of a meeting held by naval design experts.

At its 21st annual symposium on June 20-21, the Royal Institution of Naval Architects will look at future surface warships.

Papers to be presented to the conference, at the Institute of Directors, London, will include the subjects of adaptability as the key to modern warship design, new frigates for Europe, Swedish composite and stealth frigate development, and trimaran design choices.

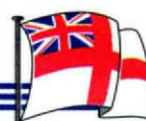
For more information call the RINA Conference Department on 0207 7235 4622 or e-mail: conference@rina.org.uk

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NoticeBoard



THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the May headlines of past decades...



● The fast minelayer HMS Apollo paid off at Portsmouth in 1961. She had been in service since 1944 and was used to take General Eisenhower and Admiral Ramsey to the D-Day beaches.

40 years ago

THE FRIGATE HMS Loch Fada had returned to Portsmouth after an 18-month deployment which had taken her to 15 countries including ports in the Gulf, North and East Africa, India and Pakistan.

30 years ago

LESS emphasis on seniority and more on ability was promised by changes in choosing Chief Petty Officers. Instead of 'taxi-rank' advancement the new scheme would be based on selection and promotion.

The first of the Navy's Type 21 frigates, HMS Amazon, was launched at Southampton by Princess Anne.

20 years ago

THE NAVY's first submarine, Holland I, was found off the Eddystone Lighthouse. The boat had sunk while on tow to the breakers in 1913. Sonar contact with the wreck had been made by the minesweeper HMS Boscington. Director of the RN Submarine Museum, Cdr Richard Compton-Hall, hailed the event as "the greatest discovery in marine archaeology of recent years".

Deaths

Capt Stuart James Rule RM, HMS Fearless. April 5.

Mne Ian Robert Mackintosh, 42 Cdo RM, formerly of NP 2001 in Diego Garcia, At Weston-super-Mare Hospital. March 25.

Capt Donald Cameron McEwen DSC, wartime Navigating Officer of cruiser HMS Aurora. Served 1930-61. Appointments: Kent, Arrow, Shoreham (Middle East), Aurora (Spitzbergen evacuation, Malta & Mediterranean – DSC, First Battle of Sirte, N. Africa landings – MID, anti-convoys actions – MID, took George VI from Tripoli to Malta 1943), Colossus (British Pacific Fleet), Dryad 1946-48, Nigeria 1948-49, King's Harbour Master Sheerness, Staff Ops Officer to Flag Officer Home, Swifsure, Tyne (CO), Chief of Staff to C-in-C S. America station, Director of Navigation & Direction at Admiralty, Chief of Staff to C-in-C Portsmouth. Secretary of Portsmouth Services Fly Fishing Association. Aged 83.

Lt Cdr Philip King, FAA pilot 1938-48 and survivor of sinking of first major HM ship in WW2, HMS Courageous (Sept 1939). Flew Swordfish and Albacores. Also served in HMS Victorious (on first convoy to USSR 1941). CO 822 NAS in HMS Furious (strikes on Norway). Feb. 22, aged 86.

Thomas (Tom) Charlton, ex-PO, served FAA 1943-68 (Raleigh Div.). March 20, aged 73.

Frank Samuel (Chats) Harris, ex-CPOCK, served 1945-57. Ships included Newcastle, Sylvia, Heron, Protector, Eagle, Minesweepers (service off Suez), RFR.

Maurice John (Nick) Chandler BEM, ex-CY, served 1937-64. Ships included Dorsetshire, Nubian, Kenya, Belfast, Vengeance. Also Malta and France (NATO). Feb. 16, aged 79.

Leonard Atkinson, member of HMS Belfast Association (served in ship as OS 1943). Feb. 3.

Frederick Jagger, member of HMS Belfast Association (served in ship as AB 1949-52). March 12.

James (Jim) Atkinson, ex-AB submariner. Boats: Otway, Satyr, Spur, Astute. Member of Merton branch of Submariners Association. Aged 77.

Phillis Burt (nee Evans), ex-WRNS STD. Served in Orkney Islands and HMS Caledonia. Wife of Merton branch Submariners Association member Norman Burt. Aged 75.

Arthur Pierson, ex-AM/A. WW2 service included 836 NAS (MAC ships) and 729 NAS (HMS Ukusa, Ceylon). Member of Yorkshire branch of FAA Association.

Gavis Potter Hiscox BEM. Ex-CPO armoured, served 1938-66. WW2 veteran of Atlantic, Mediterranean, Far East. Ships: Ark Royal, Victorious, Eagle (boxing team 1958-59). Sea Hawk, Fulmar, Goldcrest, Heron, Gannet. Member FAA Armourers Association. March 5, aged 85.

Cyril Pattinson, Russian convoys veteran and member of HMS Opportune Association (1942-55). March 21.

John Jacobs, ex-LS, served 1939-53. Ships: Furious, Illustrious, Formidable, Largs (D-Day), Lothian (Force X), Norman, St

Angelo, Unicorn, Sluys, Alania. Served as cox'n and driver to Rear Admiral A. G. Talbot. Feb. 17, aged 78.

Joyce V. Moore (nee Beach), ex-WRNS 1941-46. Served at Lowestoft and Pembroke. Feb. 3, aged 78.

Peter Dymond, ex-AH, served 1948-58. Member of Aircraft Handlers Association. April 2.

Lt Cdr Robert Pilling, joined as boy seaman. Ships: Albion, Implacable, Dingley, Lowestoft, Diana, Sheraton, Bronington, Gavinton (CO). Dec. 10 in Jacksonville, Florida, aged 65.

Arthur Jago, WW2 submariner. Vice president of RN & RM Old Comrades Association, Bristol.

Alfred William Blake, WW2 veteran. Member of RN & RM Old Comrades Association, Bristol. Aged 82.

Albert C. Winch, member of Algerines Association (HMS Fairy). March 29.

William A. Leadbeater, member of Algerines Association (HMS Hare). April 1.

Michael (Mick) Knighton, ex-AB, served 1958-68 and 1970-92 in RNR Newcastle, retiring as MAA. Ships included Belton, Belfast, Relentless, Delight, Rapid. March 19, aged 60.

Ronald Joyce, ex-RM, served 1936-48. Awarded King's Badge as best recruit in King's Squad and Gunner Cup. In guard for 1937 Coronation. Ships: Amphion (Africa station), Belfast 1939. Commando including service in Burma (MID) and other parts of S. E. Asia, post-war service in Mediterranean. Portsmouth City Police 1948-50. Civil Defence volunteer for 18 years (Area Officer). Held various offices in Newbury & District Naval Association for 40 years. Jan. 4, aged 81.

ASSOCIATION OF RN OFFICERS

Cdr (E) T. A. Boustead. Served: Figgard, President, Ranpura, Excellent.

The Rev P.J. Burgoine OBE. Served: St Angelo, Birmingham, Fulmar, Ganges, Collingwood, Drake, Dryad, Excellent, Victory, Cochrane.

Lt Cdr A. J. Campbell. Served: Renown, Erme, Berwick, St Vincent, Superb, Highflyer, Montclare, Orion, Cumberland, Dolphin.

Cdr (S) D. J. Cliffe. Served: Mauritius, Bermuda, Tamar, Pembroke, Bellerophon, Bulwark, Heron, Drake, Daedalus.

Cdr D. G. Halliday. Served: Peregrine, Goldcrest, Fulmar, Tyne, Drake, Daedalus, Seahawk.

Capt R. Humphreys-Jones VRD and Bar, JP, RNR.

Lt (S) E. C. Jones. Served: Phoebe, Orion, Sea Eagle, Maidstone, President.

Cdr A. J. Phillips VRD, RNR.

Cdr (E) A. P. Rabbit. Served: Trusty, Amphion, Jutland, President, Cerberus, Girdle Ness, Dainty, Neptune, Victory.

Capt M. P. Roche-Kelly RM. Served: Copra, Rosneath, Plymouth.

Cdr E. G. Stearns OBE. Served: Vulpine, Sanguine, Tactician, Rocket, Corunna, Narvik, Lion, NATO.

Cdr J. A. Syms DSC. Served: Vindictive, Belfast, Manchester, Foresight, Malaya, Quorn, Chasseur, Royal, Whaddon, Ben Yeoman, Chevron, Cheviot.

Capt J. K. McA Tod. Served: Devonshire, Daring, Sheffield, Pembroke, Gambia.

Operational Honours List

THE FOLLOWING members of the Royal Navy and Royal Marines received awards in the 2001 Operational Honours List published on April 6:

NORTHERN IRELAND

MBE – Sgt Gareth Evans RM. QCVS – Lt Col Rex Warwick Barnes RM, Maj Robert Fred Baxendale RM.

SIERRA LEONE

OBE – Cdr Richard Charles Robert Wellesley. DSC – Capt George Michael Zambellas RN. QGM – Maj Philip James Conyers Ashby RM. QCVS – Lt Cdr Simon Reay Atkinson, Surgeon Lt

Jonathan Carty, Commodore Niall Stuart Roderick Kilgour, Capt Scott Lidbetter RN, Lt Cdr Henry George Murray Mitchell, Lt Cdr Frederick William Robertson MBE, Col Andrew Salmon RM.

OPERATION BARWOOD (Mozambique flood relief)

QCVS – Capt Leslie Michael Coupland OBE, RFA.

OPERATION BOLTON (Gulf)

QCVS – Lt Cdr Michael Joseph Dreelan, CPO Paul Vincent Flower.

NON OPERATIONAL AWARD

QCB – AB(D)1 Barry Charles George.

Appointments

Capt S. Lidbetter to be promoted Rear Admiral and to be Flag Officer Maritime Aviation, Air Officer Commanding No 3 Group RAF, Commander Air East Atlantic and Commander

Maritime Air North in succession to Rear Admiral I. R. Henderson. July 24.

Capt I. F. Corder to be CO HMS Cumberland. May 22.

Cdr M. Bowen to be Director Naval Nursing Services and Matron-in-Chief Queen Alexandra's Royal Naval Nursing Service. March 27.

Lt Cdr J. B. Woods to be CO HMS Bangor. Aug. 14.

Swop drafts

WSTD Beddows, CHFHQ Sqd, RNAS Yeovilton ext 6155, will swap for any Devonport ship deploying or not.

LOM (AWW) L. Byrd, HMS Dryad (0467 782869), drafted HMS Sutherland, July/Aug. Will swap for any Portsmouth ship, preferably Type 23.

CH1 Fowler, HMS Endurance, BFPO 279 until June 2002. Will consider any Portsmouth ship, preferably not deploying soon.

LMEM(M) Moore, EM2 (Hull) HMNB Portsmouth, drafted HMS Illustrious, May 27. Will swap for Portsmouth Type 42/23 or small ship.

■ Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. All applications must be made on Form C240 to NDD, Centurion Building.

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Service people's art goes on show

HIGH-STANDARD paintings and sculptures by Service people and their spouses go on show at The Mall Galleries in London on May 24-26.

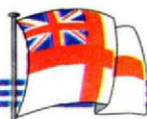
The 67th annual exhibition of the Armed Forces Art Society will be open to the public between 10am and 5pm on May 24-25 and from 10am to 1pm on Saturday, May 26.

The AFAS's aim is to encourage art in the three Services and among former members, and to demonstrate that the profession of

arms and the pursuit of the arts are not incompatible.

The works are in a variety of styles and demonstrate a surprisingly wide range of subject matter. Members and associates include eligible, professional artists some of whom are very well known. Patron is the Prince of Wales.

Sales records were broken at last year's exhibition, held in the City of London. It was seen as a huge success by the many visitors from the City's companies and institutions.



Boxers make their mark

FIVE Royal Navy boxers have been ranked in the top ten of their respective weight categories in England, the culmination of a busy and successful year.

RN team captain OM Kev Davie, the Combined Services lightweight champion, is ranked third in the country, and has won six of his seven bouts.

The only defeat came in the All England semi-finals, when he lost a close points decision against the reigning champion.

Mne Jim Cusick (Combined Services light welterweight champion) also won all but one of his contests – the only blemish in his six bouts came in a controversial points decision, again at the All England semi-final stage. Cusick is ranked fifth.

Combined Services cruiser-weight champion OM Tony Hindley, ranked third in his division, had an identical record to Cusick, including wins against the highly-rated RAF champion and the US Navy No. 1.

Hindley was put out of this year's All England event by the national champion.

Mne Mick O'Connell, the Navy's heavyweight champion, made number nine in the rankings in a good season.

He beat an England representative and last year's ABA finalist, and after losing in controversial fashion in the inter-Services, he got back to winning ways in a recent show against the RUC.

Because of operational commitments, Navy super heavyweight champion Mne Nick Isherwood could not be spared for this year's championships – but his past performances still put him in fifth place in the tables.

Royal Navy boxing coach POPT Q Shillingford was delighted by the results of the season, and said: "I have enjoyed my first season as the Navy coach. The lads have worked very hard to reach national level."

Shillingford also expressed his thanks to all commanding officers and heads of departments for releasing boxers to take part in training and tournaments.

World champ trains with RN

A WORLD boxing champion trained at the Plymouth Command gym – and went on to defend his title at a packed Plymouth Pavilions.

Adrian Stone, the IBO world light middleweight champion, was using a gym with no shower facilities or mirrors for shadow-boxing.

One of the West Country pros on the undercard, Danny Lawson, a former sailor, suggested the Plymouth Command gym might be available.

Danny contacted LS Rab Butler from HMS Cambridge, and the Plymouth Command boxing coach was delighted to help the champion.

Rab met Adrian and his trainer, Joe Riviera, and showed them round the Navy facilities, and the pair were so impressed they switched to the Service facility the following day – Riviera said he wished he had been able to contact Butler earlier.

In the event, Stone beat Townsley, of Scotland, on a unanimous decision over 12 rounds, cheered on by a strong Naval contingent.

Wheels turn for Navy rugby

A NEW set of wheels from Vauxhall will help the Navy's rugby bandwagon to roll.

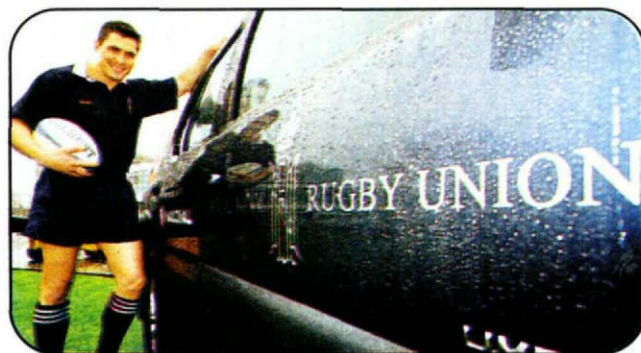
The 4x4 Frontera car was handed to the Royal Navy Rugby Union at HMS Nelson in a two-year deal, and will have a far-reaching effect, said Cdr Bob Gray, RNRU Director of Finance and Marketing.

● Navy rugby player LPT Al Holl with the new Frontera.

"It will support Navy rugby, right from the grass roots – taking coaches to train people who are just taking up the sport – to checking on the form of players in establishments across the country," Cdr Gray said.

"It will benefit all levels of player, male and female, and up to veterans level."

Picture: LW(PHOT) Angie Pearce (SFPU).



● Great Britain rugby league coach David Waite visited the Royal Navy rugby league squad in Portsmouth to give them a massive boost to the upcoming season. This year's campaign has already yielded a title, with the Navy winning the London Broncos 9s tournament at Greenwich University.

Picture: LW(PHOT) Christine Wood (SFPU).

Solid start – but a narrow defeat

NAVY golfers followed up the successes of last season with a solid performance in the opening match of the new campaign against Cornwall, writes Cdr Gary Skinnis.

Although the match resulted in a narrow defeat, there were many positive signs and much encouragement for the selectors.

Through an excellent relationship with both the West Cornwall Club and county officials, the RN were able to field a total of 14 players from the total squad strength of 25, thus giving as many as possible a competitive outing early in the year.

The team was joined by ex-Navy stalwarts Malcolm Edmunds and Peter Darlington as guest players on the Sunday, making for an unprecedented 16-a-side event.

The match represented debut appearances for four players. MEA Adam Hawkins (HMS Sultan) looks to be a valuable find for Navy golf. He joined the Service late last year having spent a few years in the professional golf ranks, making three appearances on the full PGA European Tour.

Currently playing to a handicap of plus 1, he looks set to bolster the Navy team for some time.

LWEA Glynn Shearer (HMS Nottingham) also has much potential, and although lacking practice at present, he enjoyed his first match,

gaining some good results.

Both CPO Fred McEvoy (HMS Neptune) and BC/Sgt David Sharp (CTCRM) have been around the Command teams for some years and have played themselves into this year's squad. David's inclusion makes history, with all three of the Sharp brothers (all RM bandsmen) now representing the Service. Both he and McEvoy enjoyed a good weekend and will relish further appearances.

The match itself, played over the delightful West Cornwall course just outside St Ives, was close all the way.

The morning foursomes saw the Navy winners in three games and one halved to be one point down at lunch. There were wins for the pairings of MEM Mike Settlefield (HMS Sutherland)/C/Sgt Smiler Whitehouse (HMS Flying Fox); Cdr Ian Yuill (DNPCP)/Hawkins and the 'guests' Edmunds and Darlington. RNGA captain Lt Guy Norris and his Navy champion partner S/Lt Terry Taylor secured a half.

The afternoon singles got off to a resounding start with Lt Cdr Darryl Whitehead (771 NAS) winning the top game convincingly. When the RN team achieved three wins out of the next four games through Hawkins, Terry Taylor and Norris, things looked promising.

However, the strong mix of youth and experi-

ence in the county side rallied, and although further wins came later down the order from Shearer, Whitehouse and WTR Ian Learmonth (HMS Drake), the team eventually fell to an overall defeat by 13 points to 11.

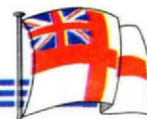
The Navy fixture list for 2001 once again has an attractive look to it, culminating in the men's defence of the inter-Services title in September. The ladies' section is once again looking for players, and anyone interested should contact either the RNGA secretary on HMS Temeraire 27880 or the ladies' secretary, CWDH Pam Jack on HMS Neptune 6627. The ladies championship will be held at Cumberwell Park on Friday June 15.

The major intra-RN event on the men's side is the new-look RN championships, on July 2-6 at Bruntsfield Golf Links, Edinburgh. The week will combine the inter-Command championships (teams) and the Navy strokeplay championships (team and individual).

A DCI will be published shortly announcing the event and giving further details. A number of individual entries for the strokeplay will be available for players not selected to Command teams.

Anyone of handicap ten or below who wishes to be considered for one of these entries should contact the RNGA secretary (number above). Provisional entries pending Command teams selections are acceptable.

Sport



Hockey trophy heads West

THE HOCKEY team from HMS Drake travelled to Portsmouth to take on HMS Nelson in the Navy Cup – and returned to the West Country with the spoils for the first time since 1957.

Drake took the lead with first-half goals from Cdr Colin Stockman and PO Paul Reidy, and went three up in the second half through OM Rowan Edwards.

Nelson pulled a goal back, but CH Franky Tingle sealed the victory with a fourth for the Devonport side.

Drake had beaten HMS Cambridge, Seahawk and defending champions Heron to reach the final – and Heron proved a tough challenge, with a penalty shoot-out deciding the tie after two draws, LPT Daz Blythin saving two flicks.

Drake have since beaten HMS Raleigh in the area cup final, and will take on the Army and RAF champions at a tri-Service tournament in Aldershot this month.

Pompey squad net a record

THE PORTSMOUTH Command volleyball squad managed a first when they swept the board at the inter-Command championships at HMS Drake, leaving Air the runners-up in all three events.

The men's, women's and mixed teams all won their finals, a feat never before accomplished.

All commands were represented, except Fleet, resulting in the highest standard of competition for more than a decade, and the surprise package was Plymouth, often the tournament's whipping boys.

They shocked the Portsmouth men's team by taking the first set in the tournament opener, but this merely galvanised the Portsmouth team into simple, effective volleyball.

With a large, able squad, the Hampshire side managed to rotate players to keep them fresh, and finished top of the league.

A hard-fought final against Naval Air Command brought Portsmouth a 3 sets to 1 victory.

The women's final saw the same

two Commands battling for honours, and despite Portsmouth being under-strength, a combination of powerful hitting by Debbie Vout and excellent covering of the Air attack brought a 2-0 result.

Only two teams entered the mixed event, and again Portsmouth and Air were involved in a battle for supremacy.

Slightly more powerful hitting from the Portsmouth team edged them the first set, but the going got easier in the second set, and they pressed home their advantage to tie up the final 2-0.

The Royal Navy squads for the forthcoming inter-Services and Crown Services tournaments were chosen from the day's competition, and hopes are riding high that the Senior Service can dislodge the RAF from their accustomed perch.

Anyone interested in playing Navy volleyball should contact their PT staff for more information.

In the Portsmouth area, Navy Trident training takes place every Thursday at HMS Sultan from 1900-2100, and all standards are welcome.

Big prize goes to small ship

A BUSY programme of exercises and operations did not stop the men of HMS Middleton taking the honours in the Fleet Indoor Rowing Trophy 4,000m team event.

The Hunt-class mine counter-measures vessel was on deployment to the Mediterranean, and the team had to train while taking part in Argonaut 2000.

A time of 12m 30s was achieved despite the small ship's participation in Destined Glory 2000 and Exercise Lt Cdr Acton – a Turkish bilateral exercise named in memory of the Royal Navy officer who died in the disastrous earthquake of 1999 – just before the rowing event.

Since then, on her return from the Mediterranean, the ship has carried out other tasks, including Operation Pike and a Joint Maritime Course, before she reached her home base of Portsmouth.

As Navy News went to press, Middleton was due to return to Ministry of Agriculture, Fishery and Food duties.

Memorial game is arranged

A MEMORIAL rugby match for a submariner who died last year is to be played at the home of Warrington Rugby Union club in Cheshire this month.

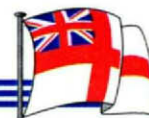
LMEM Michael Smith, of HMS Tireless, died in a fall last June while his submarine was in Gibraltar. He left a wife and two young children.

Now a match has been organised between members of the Submarine Flotilla and a guest team of family and friends, to be played on May 12, kick off 11am.

Anybody interested in becoming involved with the match – which is hoped will become an annual fixture – should contact CMEA Bungy Williams, of HMS Torbay, on 01752 557210, or 9375 67210 on the military network.



Sport



Tourists lose to Mumbles

A MINI-TOUR to South Wales by HMS Trafalgar ended in defeat on the rugby pitch against the Mumbles.

A good training session raised the hopes of the submariners for the tour match, but after an initial burst of Navy pressure the home side took over and won the match comfortably.

Despite the defeat, the run ashore was declared a great success, and the tour also helped raise the profile of the Royal Navy in the area.

Golf course

A ONE-day ladies' golf coaching course, for absolute beginners and those with high handicaps, will be held at Chichester on May 16. The day will include two hours of professional coaching. Contact LPT Holl on 9380 24151.

Athletics date

ANYONE wishing to attend a club coach level 1 athletics course, on June 11 to 13 at HMS Temeraire, should contact Mr S. Penberthy on tel 9380 26718.

Biathlon bid

AN INTENSIVE five-day selection course for the RN/RM biathlon team, open to men and women, will be held at RM Condor on June 25-30. Contact Cpl Rodgers on RM Condor ext 2170.

Stage is all set for a Twickenham decider

DEFEAT for the RAF against both the Royal Navy and the Army means that the Twickenham showdown on May 5 will determine the fate of the inter-Services rugby union title.

The competition got under way

with the Navy travelling to Kingsholm, Gloucester, to take on the RAF.

With a tough series of fixtures behind them, and much learned in the defeats, the Navy were looking to put in some hard work and take the game to their hosts, who had won just one game in their smaller

fixture list to date.

On a cold evening, left winger Spencer Brown fielded a poor clearance kick and broke through the centre, carrying the ball a full 45 metres, to set up a try for new cap Simon Channing on the opposite flank with less than a minute on the clock.



● Peter Curtis, captain of the Army team, and Dan Parkes, Royal Navy team captain, show off some heavy artillery to England rugby players (back to front, left to right) Ben Cohen, Martin Corry, Dorian West and Richard Hill, at Pennyhill Park Country Club. England were training at Sandhurst Military Academy.

Picture: Warren Little (Allsport).

Beth falls one win short of a medal

A NAVY judo player claimed seventh place in the Belgian Open ladies' judo championship, despite a training programme plagued by illness and injury.

WAEM Beth Wood (HMS Heron) put up an outstanding performance to become the highest-placed British player on the day.

Supported by BAE and her judo club in Bristol, Beth entered the tournament after becoming inter-Services champion at her weight group in March.

With more than 50 players in her weight category from all over the world as well as a strong British National contingent, the competition in Belgium was always going to be tough.

In the early rounds Beth had good wins against German and French opponents, and she managed a knockout win against a Dutch girl.

But she then came up against one of the eventual finalists, and was put out of the main competition.

There still remained a chance to win a bronze medal in the repechage, and Beth won her next contest against the Belgian home-crowd favourite.

But her lack of competition at this level started to tell, and she lost her next contest, leaving her one win short of that medal.



● Action from the Navy Cup football final, in which HMS Seahawk (yellow shirts) defeated HMS Neptune on penalties. The score was 1-1 at the end of 90 minutes, and there were no goals in extra time, so it was down to the saves of the Seahawk keeper to bag the trophy for the Culdrose air station.

Picture: LW(PHOT) Angie Pearce (SFPU).

Admiral, American and airmen on the attack

A LARGE entry of players, headed by Flag Officer Surface Flotilla Rear Admiral Ian Forbes, contested the RN men's indoor tennis tournament in Portsmouth.

A series of round-robin mini leagues produced some exciting clashes, with each group winner progressing to one set of semi-finals and the runners-up entering a plate competition.

A number of players new to Naval tennis performed well, with MEM Dominic Spivey (HMS Raleigh) catching the eye.

Overseas entrant Lt Cdr Mike Wojick USN (Centurion) won through to the main final, where he faced the Royal Navy's number one, POPT Steve Losh (Faslane).

The Scottish-based player proved too strong for the American, and he retained the title he won last year with a straight sets win.

The plate contest saw Admiral Forbes face Cdr

David Marsh, Fleet Supply Officer, in the semi-final.

Cdr Marsh, obviously happy under Fleet First, defeated his boss before losing out in the final to POPT Dolly Gray.

POPT Gray had beaten the Aviators' top entrant, Cdr Al Clark, on his passage to the final. The competition has set the standard for what should be an interesting season, with fixtures planned against the senior British tennis clubs - Ealing, Hurlingham, Roehampton and Queens - before the inter-Services competition at Wimbledon in July.

One other date for the diary is the Royal Navy championships for men's and women's singles and doubles, plus a mixed doubles competition, between July 14 and 17 in Portsmouth.

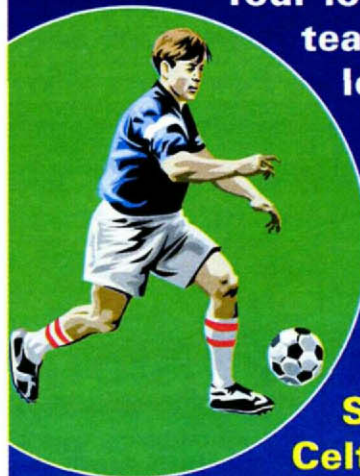
Full details from Clive Lamshead on 9380 24193.

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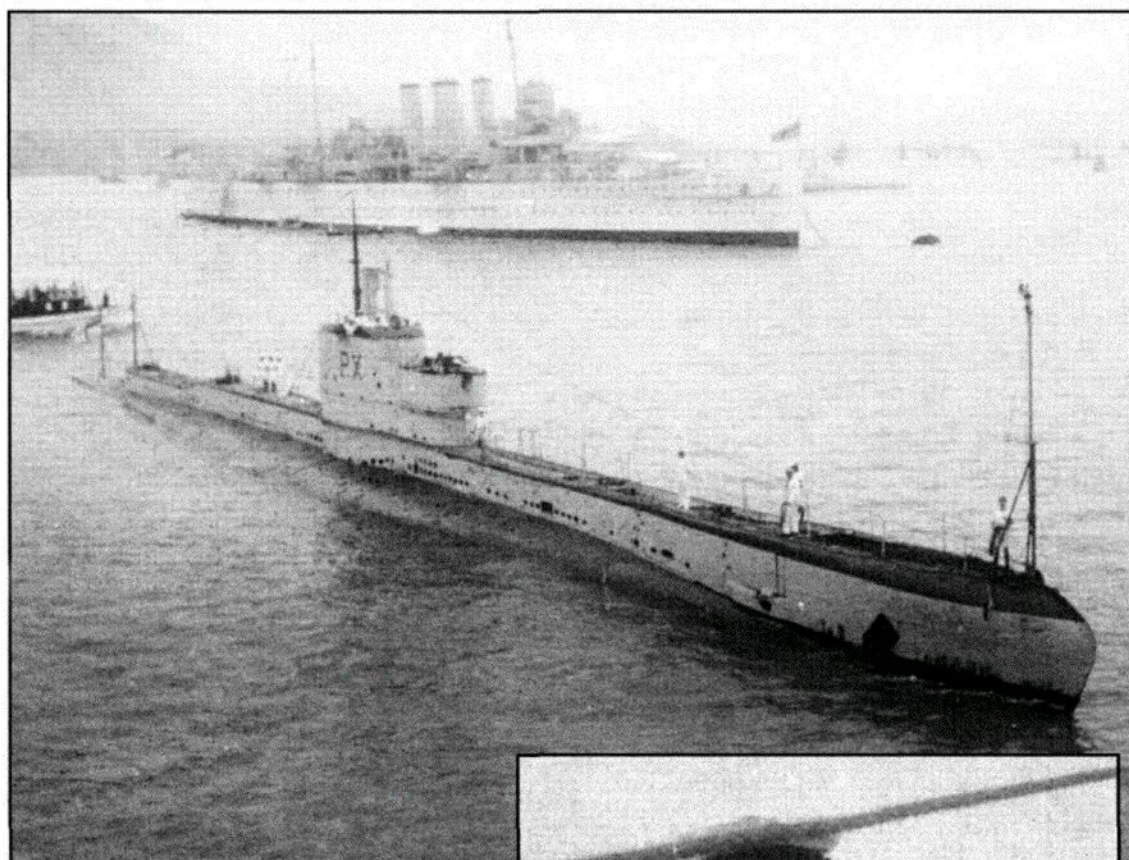
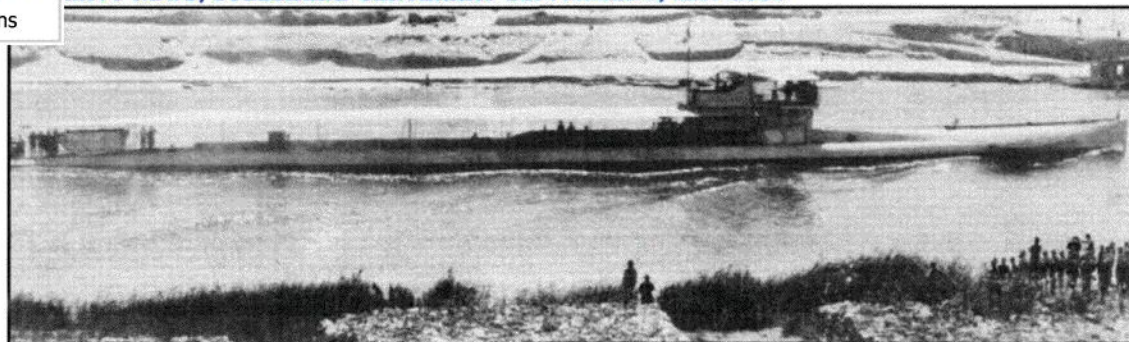


CENTURY OF THE SILENT SERVICE

Royal Navy submarines 1901-2001



Part Two – 1919 to 1939

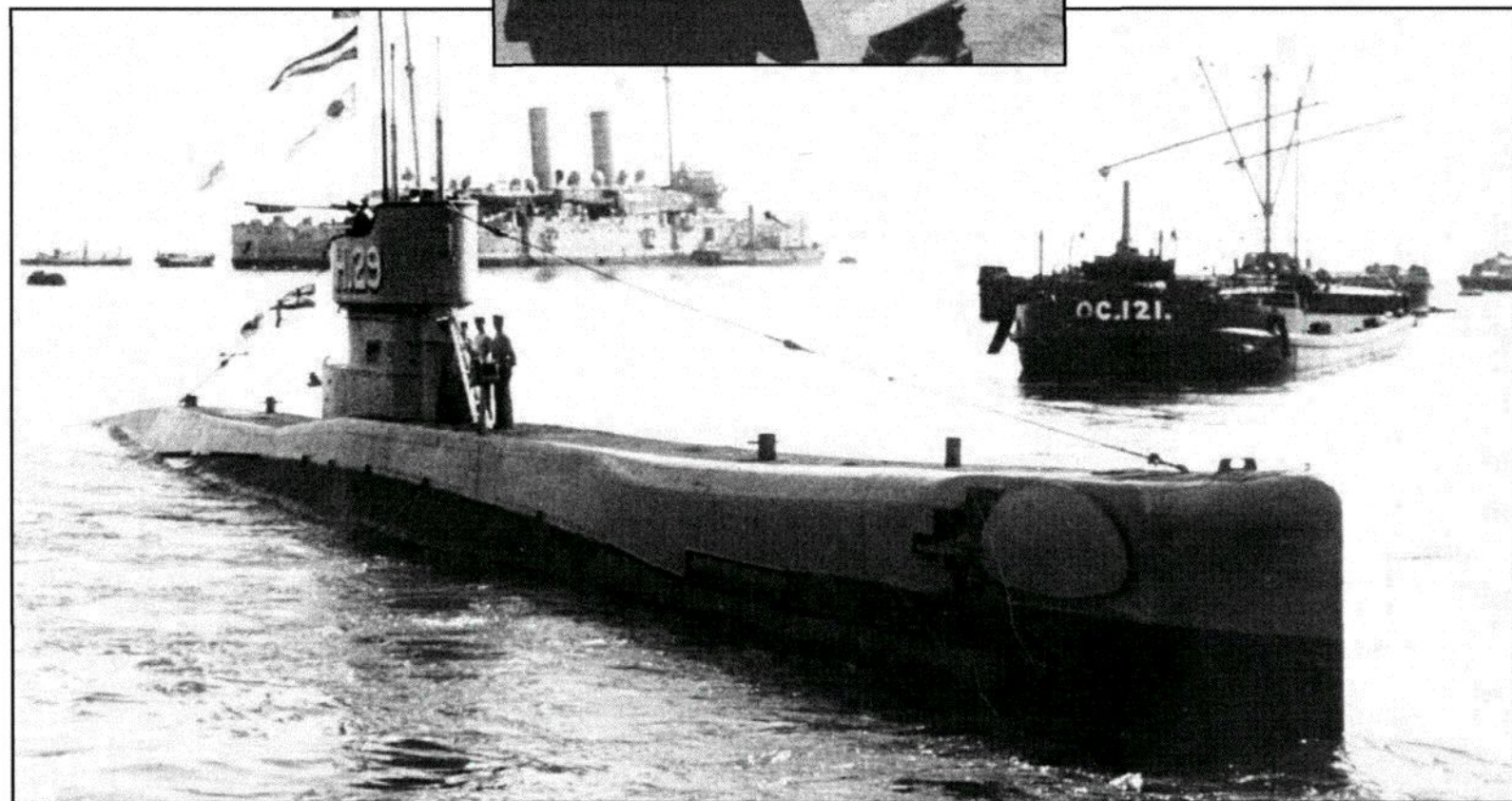


● Top: HMS J4, with awnings spread, passing through the Suez Canal on her way to join four sisters in the Royal Australian Navy. The 19.5 knot triple-screwed Js were another failed fleet-submarine class.

● Above: HMS Phoenix, long-range and quite fast on the surface at 18 knots, on the China station in the '30s.

● Right: Cdr Max K Horton DSO**, first captain of M1 and ultimately victor of the Atlantic battle against U-boats in World War II, at his monitor's retractable 3in. secondary armament in 1918.

● Below: The 500-ton H29, one of 37 in the class. Slack executive procedures caused her to sink in No 2 Basin, Devonport, with the loss of six lives, on August 9, 1926.



FRONT COVER: HMS M1, with a battleship's 12in gun and diesel engines, in the Firth of Forth soon after completion in April 1918. Although surprisingly agile, the three "mutton-boats" inherited ill-fortune from the K-class whose hulls were used as their basis.

Winding and

By RIC

At the end of World War I the Royal Navy had 138 submarines of 15 different classes.

Personnel numbers had increased from 1,418 to 6,058 during the war; but 126 officers and 1,048 men had been killed, with 58 submarines lost.

Then came retrenchment (fore-runner of 'rationalisation') which left 51 submarines of variable value; and Great Britain, nearly brought to her knees in 1917 by U-boat *Handelskrieg*, was advocating the abolition of submarines world-wide.

Until then her own submarine service would be used to train anti-submarine forces which, equipped with secret Asdic, would soon put an end to underwater warfare anyway.

But, if war again broke out before this desirable goal was achieved, the Royal Navy's submarines would assist the battle-fleet to command the seas by scouting and attacking enemy warships and U-boats.

The proven independence of submarines, together with their unique ability to exploit stealth and surprise for assaulting the enemy in his own waters, was quickly forgotten in an era of wishful thinking.

Fleet submarines were therefore still much favoured in the 1920s despite quite recent K-boat calamities and no proof of the tactical pudding: K-26, a swept-up steamboat, was at sea from 1923 until 1931 before this last of a catastrophic class was struck from the list.

Finally, three comfortable but costly 2,680-ton, 22-knot River-class diesel boats emerged in the early 1930s for yet another attempt at working with the surface navy – which they never did.

Rear-Admiral (Submarines) at Gosport did his best at a practical level. He called on his command for a detailed list of 1914-18 lessons learned, and a thick manuscript volume resulted: it resides, with scant evidence of being heeded in its own time, amongst the RN Submarine Museum archives at Gosport.

Besides helpful recommendations for habitability ("each man should have his own bunk, as this tends to let him rest better than lying on the deck"), seagoing officers who had inspected surrendered U-boats repeatedly remarked on superior German equipment.

They envied reliable and reversible diesels, gyros, binoculars, foul-weather gear and bridge-protection for watch-keepers, pre-angling for torpedoes, torpedoes themselves and periscopes.

However, despite the faults in British boats, Cdr Acland of HMS G10 assured RA(S) that "with the exception of men with delicate phys-

ical health or of gloomy temperament, long periods of patrol had no injurious effect".

Reports were unflattering about British engines which were "thoroughly bad all through – in design, workmanship and fitting".

That they functioned at all during the war was due to "the untiring perseverance and endurance of the engine room staffs of the boats for whom a patrol was a rest from everlasting refitting."

Understandably, a coolness developed between engineering and executive branches, the former hinting heavily that upper-deck brethren were not sufficiently acquainted with technical skills or problems.

In January 1926 *The Naval Engineering Review's* editor recalled Admiral Beatty's cordial tribute after Jutland – "The engine-room department never fails" – and contrasted executive carelessness in the Submarine Service, noting that this was "often referred to as the irresponsible navy".

The upper deck rejoined with snide remarks about the purple empire.

It was said, for example, that an engineer four-striper at Sheerness expressed interest, while visiting a submarine, in the business of submerging; he asked the first lieutenant where he got the water from to fill main ballast tanks.

But the plumbers had a point. Fourteen submarines were accidentally lost during the inter-war years; and only one sinking was directly attributable to the engine-room department – when K15 foundered in a tidal basin after an unobserved drop in hydraulic pressure which permitted main vents to fall open.

Strong men like Max Horton took a hard line when suspecting slackness but, in his view, a commanding officer was responsible for all aspects of his boat's performance: while commanding a flotilla in the early '20s he fired the CO of M2 for embarrassing engine-failures off Spain.

Throughout, the Admiralty declined to accept that submarine designs or building yards were blameworthy.

In 1934 a constructively critical paper written by Engineer Captain George Villar, examining the shortcomings of the E-class 16 years earlier, resulted in this "most energetic and exceptionally efficient officer" being relegated to half pay. Doubtless other well-meaning commentators took the hint.

In general, submarines became larger during the '20s and '30s. Numerous 1,055-ton L-boats started giving way to more heavily-armed but rather clumsy long-range 2,000-ton O, P and R types.

The big new Rs were not to be confused with the earlier anti-submarine R-class, capable of an unprecedented 14 knots submerged.

These small boats, at sea from 1918-19, were far ahead of their time, but eight of the ten were taken out of service within four years, recalling John Holland's sour remark from the 1890s: the slim, streamlined hulls "had no deck to strut on".

It was speculated, before the first full-power trial submerged, that the big single propeller would gradually come to rest while the submarine revolved around it; but the speedy Rs attracted dashing captains.

In those days there was a chain-ferry across Portsmouth Harbour, and its bridge telegraph had three positions: Hard-a-Gosport, Hard-a-Portsmouth, and Stop.

One gnarled ferry-master vowed that he always rang down Stop to let HM ships pass in or out of harbour, "but when I sees that Mr X in R4 a-coming I goes straight back".

In an effort to diversify, and even emulate big ships, three K-boat hulls were given diesel engines and transformed into submersible 12in. gun platforms (as Admiral Fisher had suggested during the war) with a 3in. gun as well, and four 18in. bow torpedo tubes.

The resulting M-boats, displacing 1,950 tons submerged, were surprisingly agile: a 12in. round could be fired as soon as the gun broke surface; but the 863lb shell and two cordite charges could only be reloaded when the submarine was firmly on the roof.

Needless to say, the gunnery staff at

down working up

HARD COMPTON-HALL

Whale Island formulated suitably heavy-booted orders for drill at the huge mounting:

At the order "Test safety and loading gear".

No. 1 opens the loading door and orders "Out tray".

No. 2 should find this impossible and reports accordingly.

No. 1 closes the loading door and orders "Open the breech".

No. 2 opens the breech. No. 1 orders "Out tray".

No. 2 should find this impossible and reports accordingly.

And so on: everything wrong should be impossible in gunnery terms.

Gun-action was wonderful to watch, but best from a distance, because on three occasions a wire-bound barrel burst when water entered the bore before firing.

On another day the director-layer of M1, his mind occupied with erotic anticipation of a forthcoming ship's company dance, neglected to check the tampon before pressing the trigger.

The tampon opened all right – and flew off, closely pursued by a 12in. brick; but after it went fathom after fathom of the wire which strengthened the inner rifling and to which the tampon was attached, securely anchoring M1 with her own gun.

Tragically, M1 was rammed and sunk by the Swedish SS Vidar on November 12, 1925, presumably while out of trim and neither shallow

enough to see through the periscope nor deep enough to avoid an oncoming ship.

M2 was converted, by the end of 1927, to carry a tiny Parnall Peto spotter-plane. Pilot and observer were allowed both flying and submarine pay, so there was no lack of volunteers.

Unfortunately, one pair was grossly overweight. Launched with this jumbo team aboard for a test flight, the aircraft failed to gain height.

Wavering across the fashionable beach at Lee-on-the-Solent, the starboard float demolished a bathing hut, revealing to public gaze a distinguished local citizen inadequately clad in a small pink towel. Nobody was hurt, although civil relationships suffered.

On January 26, 1932, M2 and her crew were lost. Eagerness to speed-up launching procedures caused the pressure-hull hatch to the hangar to be opened, as well as the watertight hangar door, while the boat was still partially submerged.

It was also thought that the order 'close' might have been misheard as 'open'. Thereafter, submariners always used the word 'shut'.

During the General Strike in May 1926, the third "Mutton-boat" was sent to the London Docks, where she kept four meat-refrigeration plants, two cranes and some important pumps supplied with electricity.

Afterwards, she was converted to a minelayer with 80 standard mines; but catch-

ing a trim on diving was dodgy while the huge mine-casing slowly flooded. RA(S), by then Martin Nasmith VC of E11 fame, condemned the boat as unsafe in war.

All the same, experience with M3 enabled six effective Porpoise-class minelayers to be built.

The cruiser-submarine X-1 was another white elephant. Completed in 1925 with a company of 119, she was much larger than any submarine previously built.

Besides six 21in. bow torpedo tubes she carried two twin 5.2in. gun turrets. In theory she could make 19.5 knots on the surface, and at economical speed she had a greater range than normal cruisers; but her diesels continually broke down and she was plainly vulnerable to counter-fire from ships and bombing by aircraft. X1 was formally taken out of service in 1936.

Happily, and just in time, submarine strategy started returning to reality with the advent of tough 950-ton S-boats in 1933, followed by general-purpose 1,580 ton T-boats in 1937, and the little 730-ton Us, which were originally intended as "clockwork mice" but proved highly operational.

The Ts got off to a sad start, with the flooding of Thetis in Liverpool Bay during acceptance trials on June 1, 1939, but their performance thereafter was splendid.

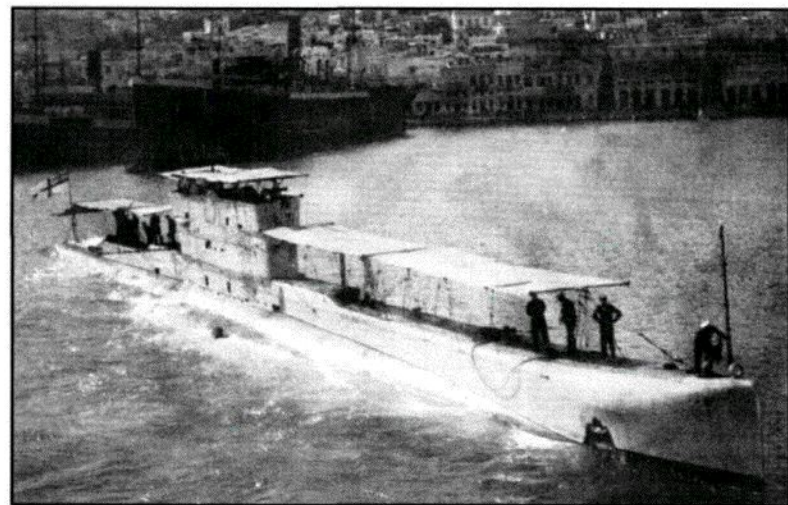
In light of so many peacetime disasters, extreme safety measures were inevitable.

Submarines were seldom, if ever, allowed to dive at night, and they had to burn navigation lights during exercises on the surface.

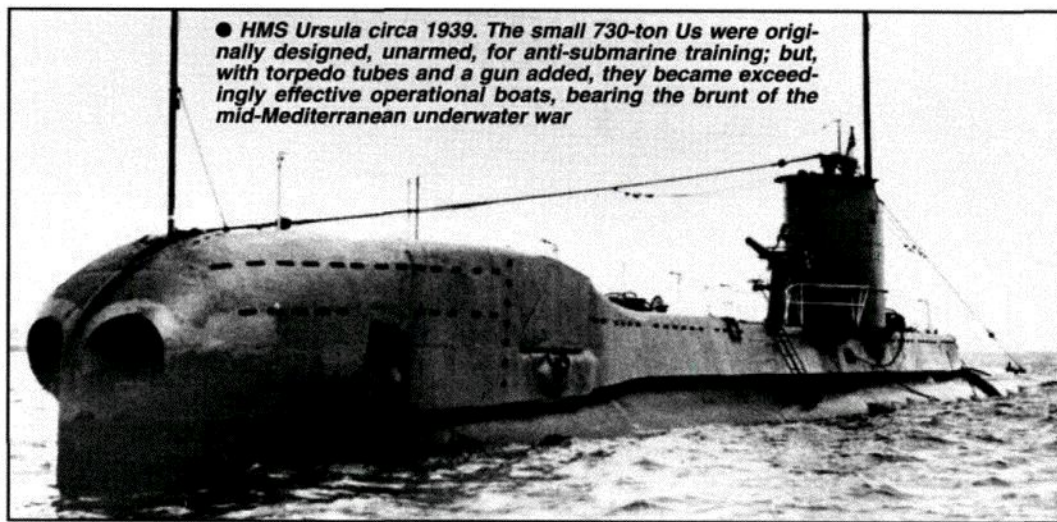
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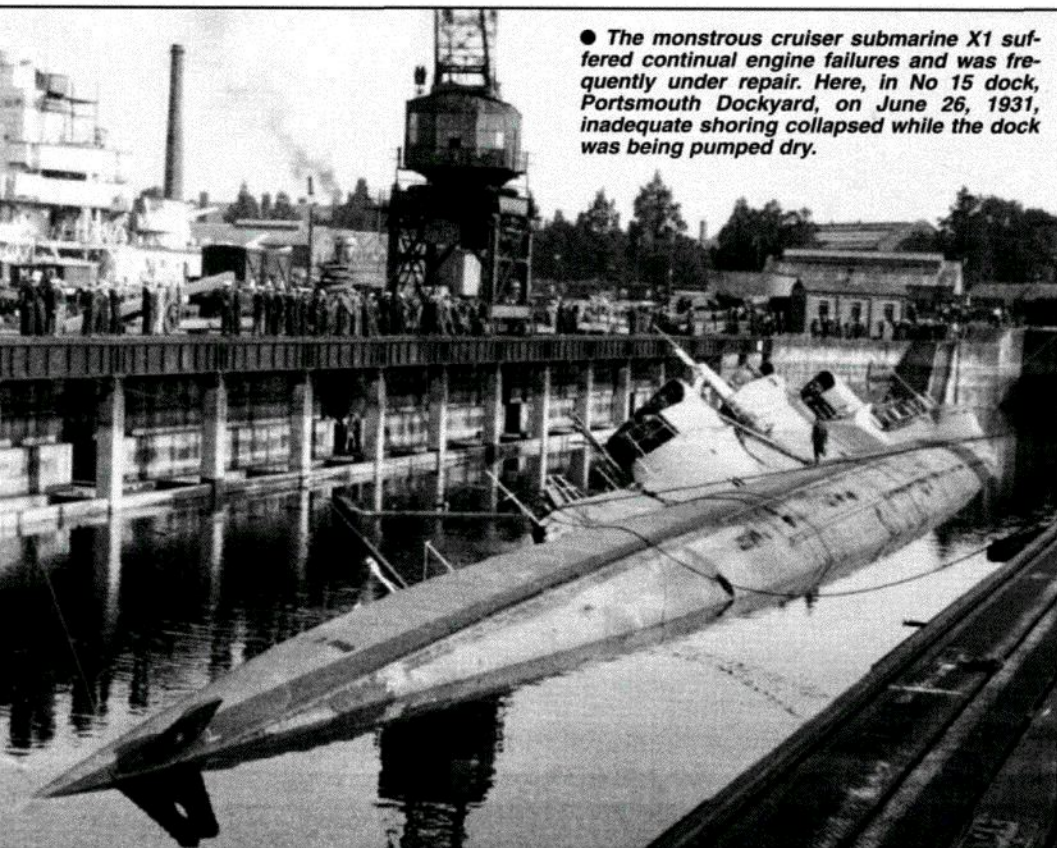
● HMS Thetis preparing for trials in 1939. On June 1 she sailed from Birkenhead for her first dive but sank with the loss of 99 men when flooded through a torpedo tube. Salvaged and renamed Thunderbolt, she was finally sunk by enemy action on March 14, 1943.



● One of the 33 successful and ubiquitous general-purpose L-boats at Kuching in 1923. The picture below shows crewmen of L3 – and visitors – seeking shelter from the sun in the same year.



● HMS Ursula circa 1939. The small 730-ton Us were originally designed, unarmed, for anti-submarine training; but, with torpedo tubes and a gun added, they became exceedingly effective operational boats, bearing the brunt of the mid-Mediterranean underwater war



● The monstrous cruiser submarine X1 suffered continual engine failures and was frequently under repair. Here, in No 15 dock, Portsmouth Dockyard, on June 26, 1931, inadequate shoring collapsed while the dock was being pumped dry.

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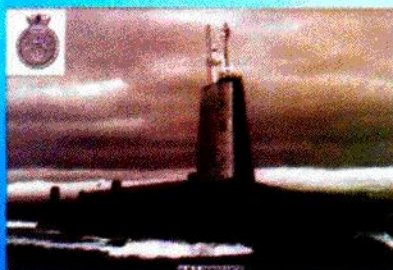
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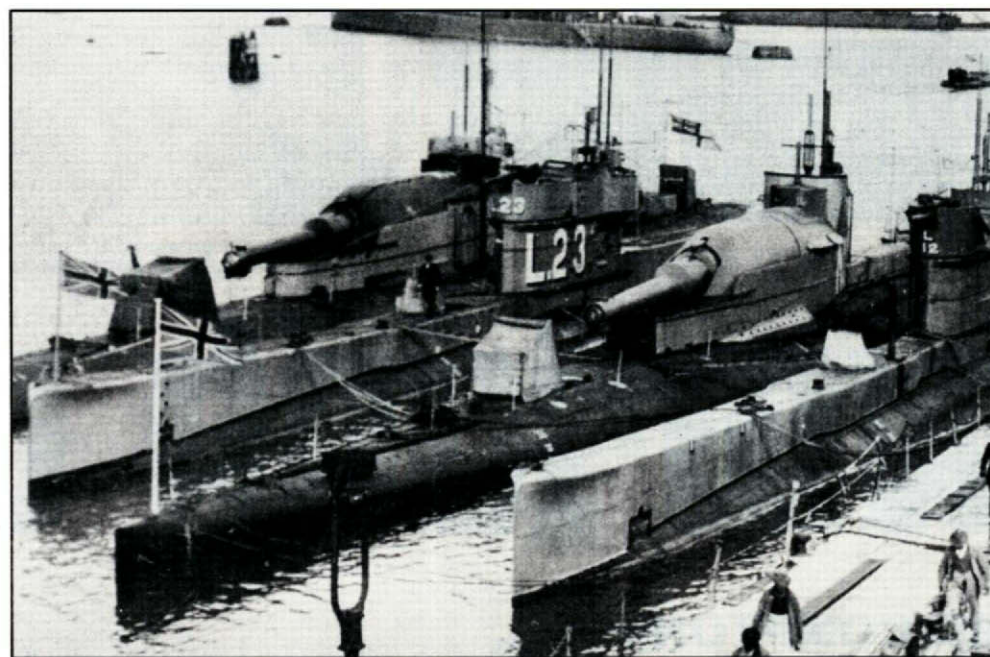
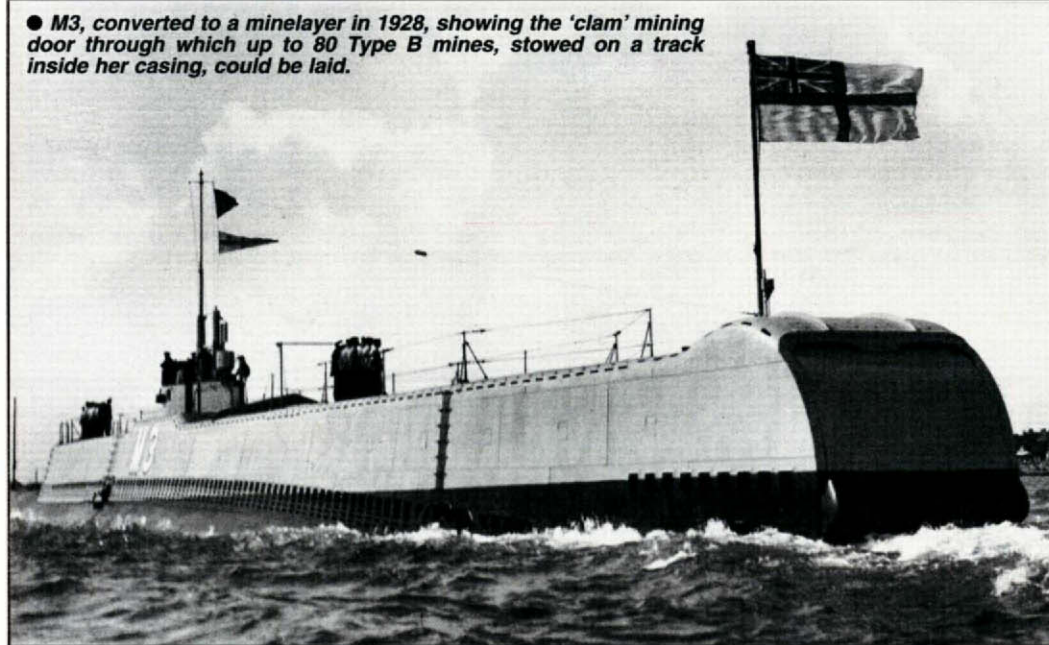
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● M3, converted to a minelayer in 1928, showing the 'clam' mining door through which up to 80 Type B mines, stowed on a track inside her casing, could be laid.



● K26, completed in 1923 with an improved design, undeniably looked handsome; but, to the relief of many, she was the last of the calamitous K-class.



● M2, robbed of her big gun and refitted by 1927 as a seaplane-carrier, launching her tiny Parnall Peto spotter plane. She was lost off Portland, with all hands, on January 26, 1932.

Winding down and working up

■ From previous page.

Warlike training, for submarines and anti-submarine units alike, was thereby inhibited; operational analyses were misleading; and physical safety features such as escape hatches detracted from wartime performance.

In the event, the latter were quite often clipped externally to avoid them jumping under depth-charge attack.

However, by the mid-1930s morale and efficiency were bucking up under vigorous young commanding officers guided by firm, determined flotilla captains.

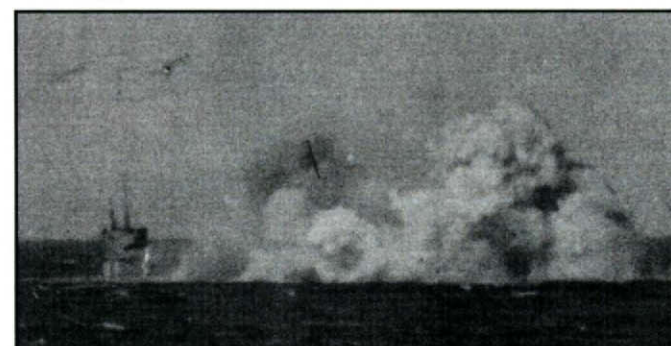
Submarine COs recognised the full worth of their "Chiefs" and engine-room teams who kept the new boats running well; and everywhere a sense of purpose was becoming evident again.

Crews trained hard and played hard; and, like as not, rules were bent a little to allow more realistic exercises – especially on the China station 10,000 miles from head office.

Now, Captain C.B. Barry was able to tell his RUSI audience: "Nobody has ever discovered why anybody likes a life in submarines. But if you do like it, you like it very much indeed."

Like it or not, and perhaps more consciously than any other service arm, submariners were working up to war.

● Firepower at Fort Blockhouse. From inboard, L12, M1, L23 and M3 (before conversion), probably pictured in 1924 when Max K Horton was an exacting Captain of HMS Dolphin. M1 was lost the following year.



● M1 firing her 12in. gun off Gibraltar in 1923. Unfortunately, water in the barrel caused it to burst – not the only occasion when it did so – but nobody was hurt.

This is the second of four supplements this year which build into a history of the Submarine Service. Part 1 appeared in our January edition, Part 3 will appear in September, and Part 4 in November. To order a copy of January's edition, telephone 023 9282 6040.

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Police plea over missing sailor mystery

POLICE are appealing to anyone who was serving on board HMS Illustrious in December 1986 to contact them in their attempt to solve the mystery disappearance of a teenage sailor more than 15 years ago.

Hampshire and Gibraltar police are re-investigating the case of 18-year-old RO Simon Parkes, who failed to return from a run ashore from HMS Illustrious

at The Rock in December 1986.

RO Parkes was serving in the carrier at the same time as PO Allan Grimson who was jailed for life at Winchester Crown Court on March 27 for the murder of two young men.

One of them was Nicholas Wright, a sailor from HMS Edinburgh who had disappeared in December 1997. His body and that of the other man – Sion Jenkins (20) – were found hidden in separate locations at the side of coun-

try roads in Hampshire.

Simon was last seen ashore in Gibraltar in December 1986. Police believe the last sighting of him was probably outside The Hole in the Wall pub in the early hours of December 13.

Simon was described at the time as of slim build with brown hair and wearing blue jeans and a grey, patterned jumper. He was regarded as being happy in his career and had a steady girlfriend in Britain.

Hampshire police are also asking for all Naval personnel and their families who may have used the Fleet Pavilion in Gibraltar in December 1986 to contact them at Portsmouth on 023 9289 9065.

They also would like any Gibraltar taxi driver who may have information to contact the Major Incident Room, New Mole Police HQ, Rosia Road, Gibraltar on (00350) 42534, fax (00350) 71299 or e-mail: rgpmir@gibnynex.gi



Charity feat by Herald rowers

CHARITIES have benefited by more than £1,750 as a result of HMS Herald's 26,000-mile deployment.

While she was away her ship's company staged events to raise £1,000 for Herald's adopted charities – the Cot Death Society and Cancer Research. The most energetic effort was achieved by 20 members of the ship's rowing club who clocked up 10 million metres – and £750 for Comic Relief – on rowing machines.

On the upper deck, under the hot Mediterranean sun, each of five rowers completed 42,195m in three hours. They were the Commanding Officer (Cdr Duncan Tilley), CPOWEA Andy Lawrence, LS Dougie Clarkson, LWEM(R) Sammy Mercer and LRO Pete Spurling.

Cdr Tilley (40) and CPO Lawrence (34) notched up their millionth metre of the deployment.

Other members of the ship's company completed speed events. Among them were the 2,000m Fleet men's open heavyweight champion, LCH Topsy Turner, and the 2,000m ladies lightweight champion, Lt Charlie Atkinson, while the Stokers Mess teamed up to achieve 15,857km in an hour.

Inspiration for the event came from LPT Pete Maiden, who recruited 100 members of the ship's company into the rowing club over 30 months.

Top-brass praise for the last of a class

OCEAN survey ship HMS Herald returned to a top-level welcome at Devonport on April 12 at the end of her 27-year career with the Royal Navy.

There to greet her after her seven-month deployment to the Mediterranean was the First Sea Lord, Admiral Sir Nigel Essenhigh, a former Hydrographer of the Navy. And in a signal from C-in-C Fleet, Admiral Sir Alan West, her departure from service was described as "a significant occasion in our Naval history".

He pointed out that she was the last of a class of four ships which had "without fuss or favour" wholeheartedly supported Naval operations and campaigns in all theatres around the world during five decades.

Herald was the last and improved version of the Hecla-class, being preceded into service in the mid-1960s by HM ships Hecla, Hydra and Hecate, all of which have over the years been retired from the Fleet.

In his signal to Herald, Admiral West said: "I have been impressed by your fortitude and determination. Do not underestimate the significance of your invaluable contribution, not only to hydrography but also to wider defence objectives."

"Enjoy your richly deserved homecoming. I extend to you all my very best wishes for the future, wherever that may take you."

During her last mission the Herald charted coastal waters within the British Sovereign area

Cyprus, took part in the rescue of the crew of a Cypriot ferry and attended the ceremony at Plois in Greece marking the 184th anniversary of the Battle of Navarino. In that clash a combined British and Greek naval force defeated a Turco-Egyptian fleet in the Greek War of Independence.

Herald also became the first British warship in four years to visit Beirut, where her hosts were the Lebanese armed forces.

At Easter Herald left her home base of Devonport for the last time to sail to Portsmouth. She will decommission there during a ceremony on May 31.

Argyll fire delays Freedom event

A FIRE on board Type 23 frigate HMS Argyll has forced the postponement of a ceremony at which she was due to receive the Freedom of the City of Argyll.

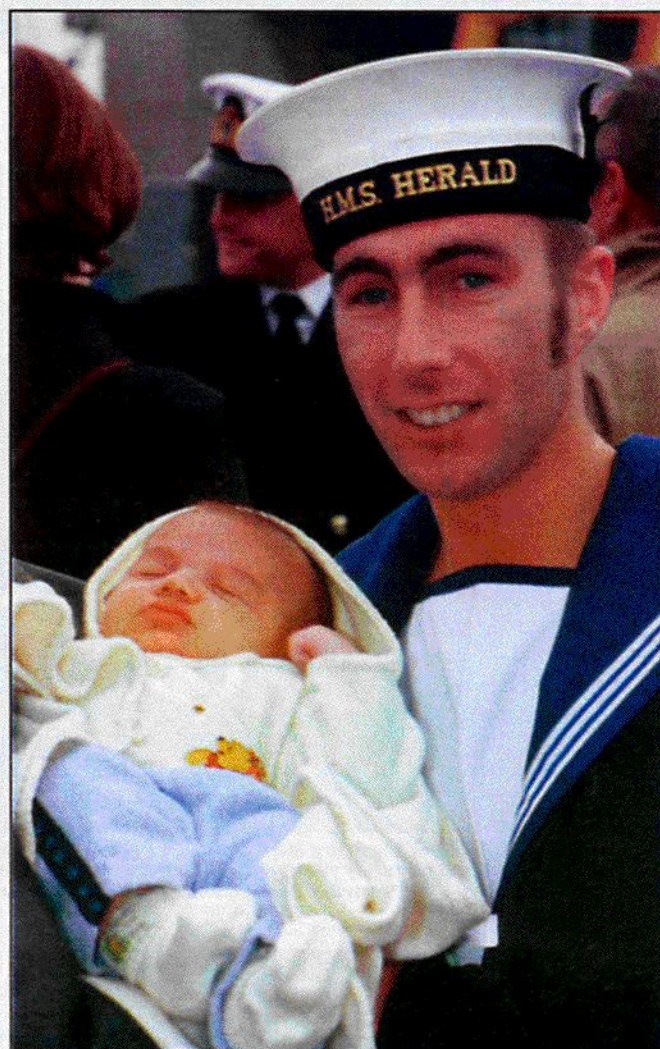
The fire which damaged the ship's forward electrical switchboard was put out in 25 minutes by the frigate's damage control team.

At the time Argyll was exercising with French, Polish and Italian ships in the Bay of Biscay. She pulled out of the exercise and returned to Devonport where seven sailors needed treatment for smoke inhalation.

The ship's visit to Argyll, planned for April 6, will now take place later this year.

Before the fire, Argyll and the tanker RFA Brambleleaf carried out replenishment-at-sea (RAS) exercises with the trimaran research vessel Triton off the south-west coast. The exercises were conducted to see how the 90-metre vessel handled during RAS operations.

Further towed-array and rough-weather trials were being carried out by Triton before she was due, in mid-May, to make her first crossing of the Atlantic for trials with the US Navy. She is due to return in July.



● OM Ronnie Condie saved up this cuddle with his six-week-old baby nephew for their first meeting. It came when HMS Herald (above left) arrived home at Devonport streaming her paying-off pennant at the end of her last deployment.

Pictures: PO(PHOTO) Andy White
LA(PHOTO) Jon Hamlet

Tireless is to return home soon

HMS TIRELESS's year-long stay at Gibraltar is almost over. Repairs to the nuclear-powered submarine's reactor cooling system were completed in mid-April and she is expected to leave for Devonport in May.

After a cooling system defect was discovered while she was on deployment, she reached The Rock where it was decided to keep her for the complex repair job.

Local protests at Tireless's stay have been vociferous in the face of Ministry of Defence assurances that her presence posed no danger. The nature of her defect raised concerns about Britain's other fleet submarines – and a programme of checks and maintenance was started to ensure their safety.

■ The Ministry of Defence has invited the public to take part in on-line discussions over ideas for the future land storage of redundant nuclear submarines. A new website, hosted by Lancashire University but linked with MOD's own Internet site, has been set up at: <http://www.nucsubs.org.uk>

Officer dies after dive on Fearless

HMS FEARLESS's Landing Craft Officer died after an incident during diving training on the ship's hull.

Capt Stuart Rule RM made the dive while the Fearless was alongside at Portsmouth Naval Base on April 5. He was taken to hospital but was pronounced dead on arrival. A Naval investigation was taking place into the cause of the incident.

Capt Rule (27) joined the assault ship in January. He was married and was living in Portsmouth.

T23 refits plan

FIVE of the Royal Navy's Type 23 frigates will be refitted at Rosyth Dockyard over the next four years. The £75 million deal with Babcock Rosyth Defence Ltd was announced by Defence Secretary Geoff Hoon when he visited the dockyard at the end of March.

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INSIDE THE E-BOAT

The E-class submarine of World War I

THE ROYAL Navy's E-class was an outstanding workhorse which bore the brunt of submarine service in World War I.

The first of the diesel-powered E-boats was launched at Chatham in 1912, and 20 of the subsequent 55 boats were built by Vickers.

A major improvement on the D-class, the E-boat was 30ft longer than its predecessor and displaced 667 tons when surfaced, as against the D-boat's 495 tons.

The E-boat's safe diving depth was 200ft, with an estimated crushing depth of 350ft. They could dive in less than a minute, and remain submerged for 24 hours.

E-boats were capable of 14 knots on the surface and almost ten knots submerged using battery power which, when combined with a 1,500-mile operational radius at an economic ten knots, made these 'oversea' boats effective combatants in all theatres of war.

Apart from the first eight of class (which had four torpedo tubes; one bow, one stern and two beam) and six purpose-built minelayers, E-boats were equipped with five 18in. torpedo tubes; two in the bows, two in the beam and one in the stern.

Ten torpedoes were carried – five of them effectively being reloads – although wartime patrols sometimes began with extra torpedoes lashed to the casing.

From 1915 a 12-pdr gun was added to many of the class, which added to the versatility of the vessels.

They generally carried a complement of 31 men, of which three were officers.

Propulsion was provided by reliable Vickers-Admiralty diesel engines. Less sophisticated than contemporary German engines, this proved a bonus in that they could be maintained and even refitted without dockyard assistance.

The submarine depicted below is E11, which came to prominence in the Sea of Marmara under the command of Lt Cdr Martin Nasmith, winning the 32-year-old submariner a Victoria Cross.

His three patrols from May to December 1915, totalling 96 days in enemy waters, caused the destruction of more than 120 vessels of all sizes, and his daring, calculated raids on Constantinople harbour, while failing to bag the major prizes Nasmith sought, caused consternation in the Turkish population and sparked rumours of an imminent invasion.

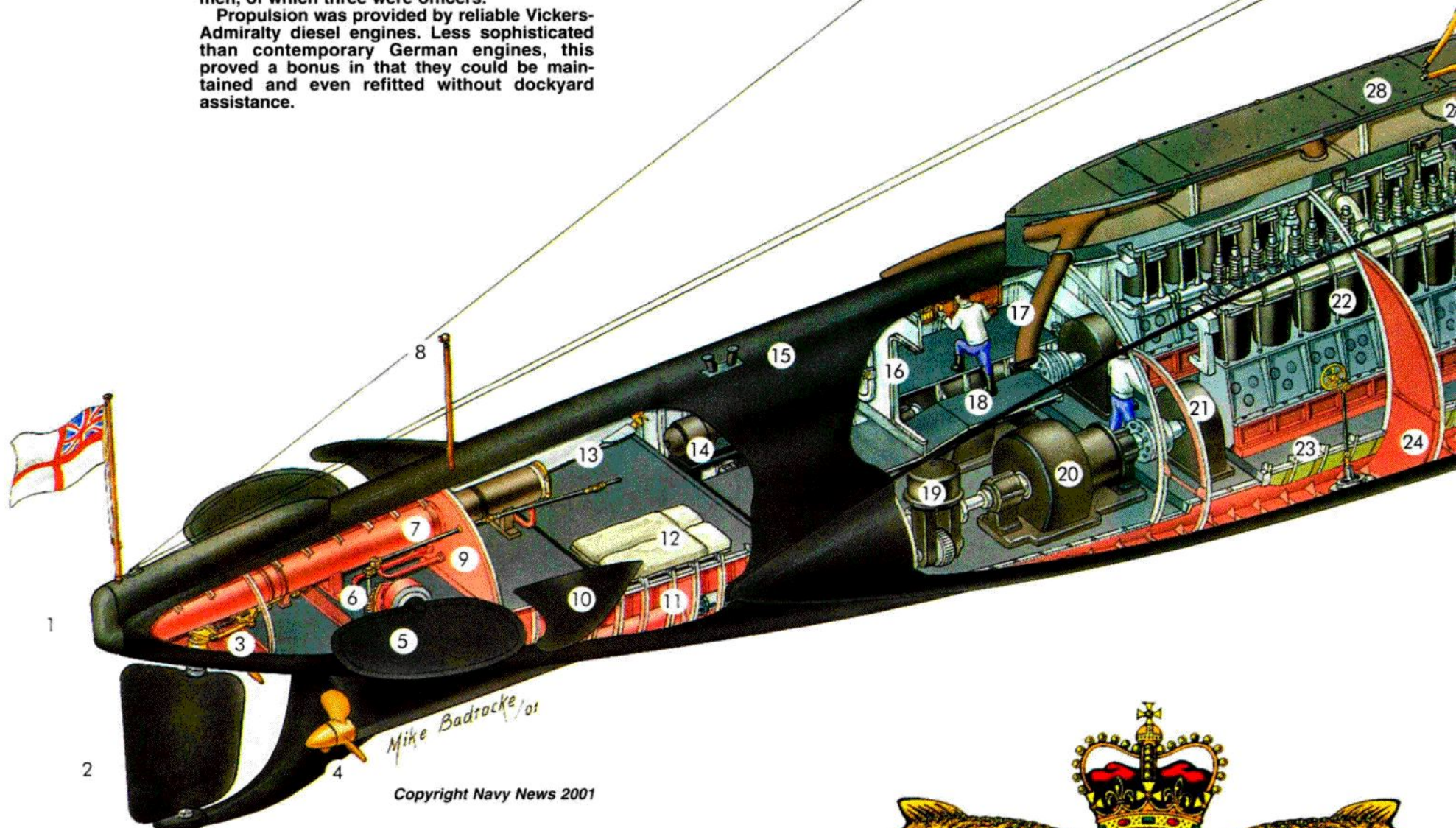
During these eventful months, which earned E11 the sobriquet 'Scourge of the Marmara', she encountered ships, aircraft and even cavalry, and was responsible for the destruction of a section of railway line along the coast, thanks to the bravery and guile of her First Lieutenant, Lt Guy D'Oyly-Hughes, who later went on to command E35 with notable success.

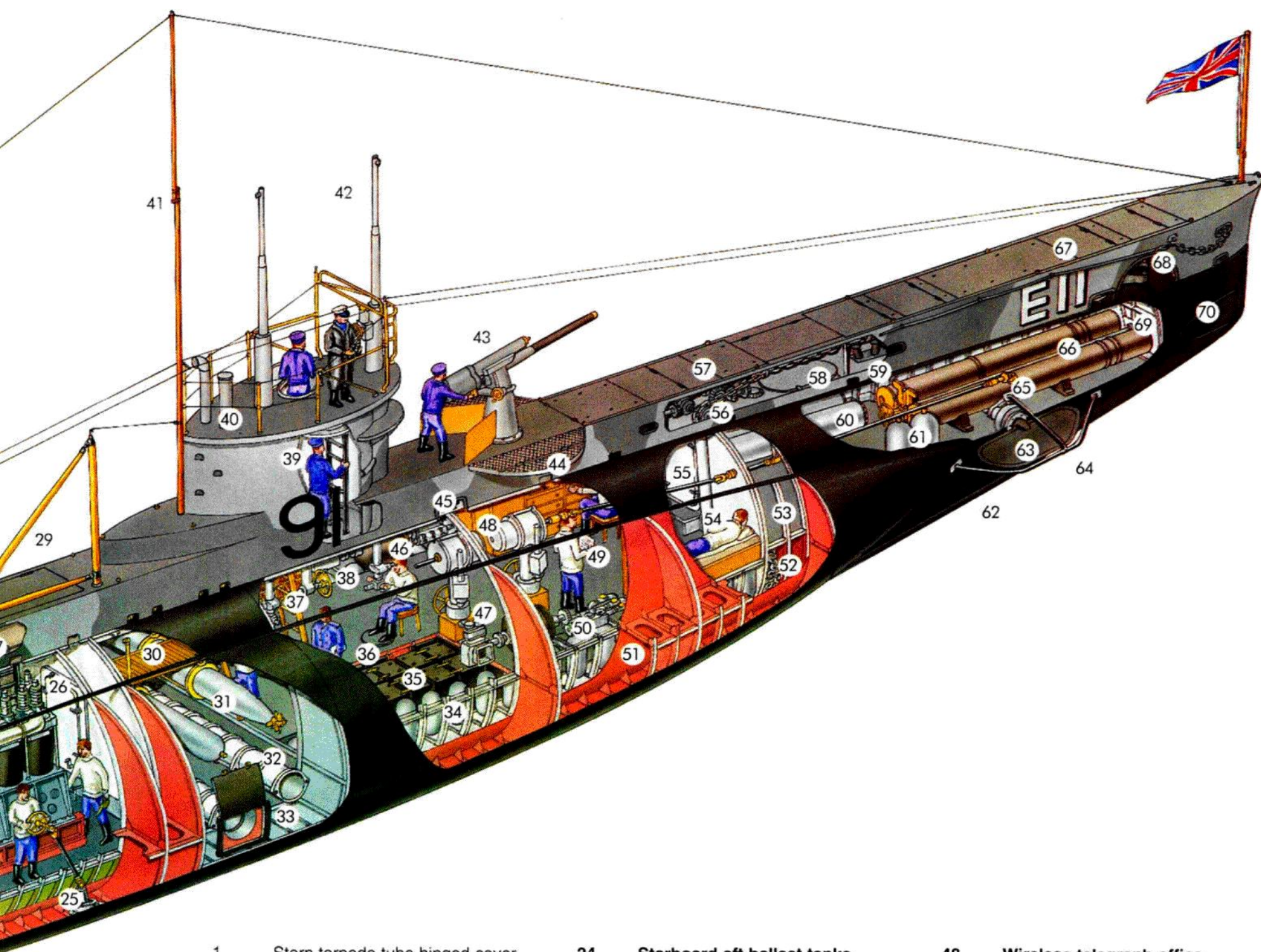
As E11 was making the Sea of Marmara her

own, Lt Cdr Max Horton, in E9, was tying up enemy shipping in the Baltic, known by the Germans as the Hortonsee.

E-boats gained by far the greatest number of successes against enemy warships in World War I, but their usefulness came at a price – almost 50 per cent of these hard-working submarines were lost by the end of the war.

Most of the surviving E-boats, including four minelayers and E11, were sold in the early 1920s, with just E48, employed as a target, surviving until 1928.





- | | | | | | |
|----|--|----|--|----|--|
| 1 | Stern torpedo tube hinged cover | 24 | Starboard aft ballast tanks | 48 | Wireless telegraph office |
| 2 | Rudder | 25 | Manual tank valves | 49 | Officers' quarters |
| 3 | Rudder control linkage | 26 | Engine room watertight bulkhead | 50 | Bilge pump, port and starboard |
| 4 | Twin propellers | 27 | Aft torpedo loading hatch | 51 | Forward ballast tanks |
| 5 | Stern hydroplane | 28 | Aft decking | 52 | Chain locker |
| 6 | Hydroplane actuating gear | 29 | Stowable derrick | 53 | Forward torpedo room, underfloor ammunition magazine |
| 7 | Stern torpedo tube | 30 | Access crawlway | 54 | Chain pipe |
| 8 | Mooring light | 31 | Spare torpedo stowage | 55 | Control room watertight bulkhead |
| 9 | Watertight bulkhead | 32 | Beam torpedo tubes, one port and one starboard | 56 | Anchor winches |
| 10 | Hydroplane protector | 33 | Torpedo tube firing hatch | 57 | Deck hatches |
| 11 | Propeller shaft housing | 34 | Air bottles, total 51 | 58 | Forward torpedo loading hatch |
| 12 | Crew rest area | 35 | Battery cells, total 224 | 59 | Forward mooring bollard |
| 13 | Spare torpedo stowage | 36 | Control room | 60 | Spare torpedo stowage |
| 14 | Generator | 37 | Accommodation ladder | 61 | Torpedo heads |
| 15 | Aft mooring bollard | 38 | Steering pedestal, rudder control | 62 | Keelson |
| 16 | Machinery room watertight bulkhead | 39 | Conning tower | 63 | Forward hydroplane |
| 17 | Engine exhaust ducts | 40 | Breather pipes | 64 | Hydroplane protector |
| 18 | Work platform | 41 | Folding aerial mast | 65 | Hydroplane actuating gear |
| 19 | Air pump | 42 | Twin periscopes | 66 | Forward torpedo tubes |
| 20 | 420bhp electric propulsion motor | 43 | 12-pdr gun | 67 | Foredeck |
| 21 | Gearcase | 44 | Folding gun platform | 68 | Anchor stowage, port and starboard |
| 22 | Twin Vickers-Admiralty 800bhp diesel engines | 45 | Mooring cleat | 69 | Forward watertight bulkhead |
| 23 | Underfloor fuel oil tanks | 46 | Periscope viewer | 70 | Torpedo door |
| | | 47 | Hydroplane controls, fore and aft | | |